



3 1761 11650613 0

HOUSE OF COMMONS

Issue No. 146

Wednesday, November 30, 1983

Chairman: Maurice A. Dionne

CHAMBRE DES COMMUNES

Fascicule n° 146

Le mercredi 30 novembre 1983

Président: Maurice A. Dionne

STANDING COMMITTEE ON

Transport

COMITÉ PERMANENT DES

Transports

RESPECTING:

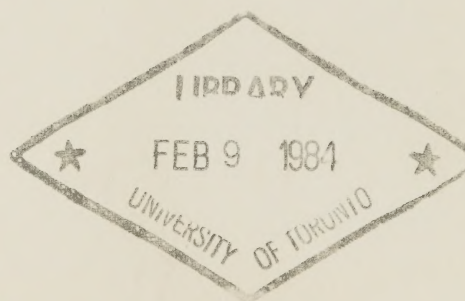
Bill C-155, An Act to facilitate the transportation, shipping and handling of western grain and to amend certain Acts in consequence thereof

CONCERNANT:

Projet de loi C-155, Loi visant à faciliter le transport, l'expédition et la manutention du grain de l'Ouest et modifiant certaines lois en conséquence

DOCUMENTS RECEIVED FROM INDIVIDUALS,
ORGANIZATIONS AND PROVINCIAL
GOVERNMENTS IN CONNECTION WITH THIS
LEGISLATION

DOCUMENTS RECUS DE PARTICULIERS,
D'ORGANISATIONS ET DE GOUVERNEMENTS
PROVINCIAUX RELATIVEMENT AU PROJET
DE LOI



First Session of the
Thirty-second Parliament, 1980-81-82-83

Première session de la
trente-deuxième législature, 1980-1981-1982-1983



Digitized by the Internet Archive
in 2023 with funding from
University of Toronto

<https://archive.org/details/31761116506130>

HOUSE OF COMMONS

Issue No. 146

Wednesday, November 30, 1983

Chairman: Maurice A. Dionne

CHAMBRE DES COMMUNES

Fascicule n° 146

Le mercredi 30 novembre 1983

Président: Maurice A. Dionne

STANDING COMMITTEE ON

Transport

COMITÉ PERMANENT DES

Transports

RESPECTING:

Bill C-155, An Act to facilitate the transportation, shipping and handling of western grain and to amend certain Acts in consequence thereof

CONCERNANT:

Projet de loi C-155, Loi visant à faciliter le transport, l'expédition et la manutention du grain de l'Ouest et modifiant certaines lois en conséquence

DOCUMENTS RECEIVED FROM INDIVIDUALS,
ORGANIZATIONS AND PROVINCIAL
GOVERNMENTS IN CONNECTION WITH THIS
LEGISLATION

DOCUMENTS RECUS DE PARTICULIERS,
D'ORGANISATIONS ET DE GOUVERNEMENTS
PROVINCIAUX RELATIVEMENT AU PROJET
DE LOI

First Session of the
Thirty-second Parliament, 1980-81-82-83

Première session de la
trente-deuxième législature, 1980-1981-1982-1983

STANDING COMMITTEE ON TRANSPORT

Chairman: Maurice A. Dionne

Vice-Chairman: Robert Bockstael

MEMBERS/MEMBRES

Les Benjamin
Jean-Guy Dubois
Jesse Flis
Charles Mayer
Don Mazankowski
Bill McKnight
Marcel Ostiguy
John Reid—(10)

COMITÉ PERMANENT DES TRANSPORTS

Président: Maurice A. Dionne

Vice-président: Robert Bockstael

ALTERNATES/SUBSTITUTS

Vic Althouse
Eva Côté
Rolland Dion
Gaston Gourde
Len Gustafson
Bert Hargrave
Bernard Loiseau
Doug Neil
Alain Tardif
Claude Tessier—(10)

(Quorum 6)

Le greffier du Comité

Santosh Sirpaul

Clerk of the Committee

IN ACCORDANCE WITH A MOTION, ADOPTED BY THE COMMITTEE, ON WEDNESDAY, SEPTEMBER 21, 1983, THE FOLLOWING DOCUMENTS ARE BEING PRINTED IN THIS ISSUE.

CONFORMÉMENT À LA MOTION ADOPTÉE PAR LE COMITÉ LE MERCREDI 21 SEPTEMBRE 1983, LES DOCUMENTS SUIVANTS FIGURENT DANS LE PRÉSENT FASCICULE.

I DOCUMENTS SUBMITTED BY INDIVIDUALS

Letter submitted by ROSS J. BAVY, Neepawa, Manitoba.
(See Appendix "TRPT-232") p. 146A:2

Letter submitted by R.H. BELL, Fort St. John, British Columbia.
(See Appendix "TRPT-233") p. 146A:3

Brief submitted by DONALD T.J. BENSON, Raymore, Saskatchewan.
(See Appendix "TRPT-234") p. 146A:4

Letter submitted by DONALD E. BROWN, Swan River, Manitoba.
(See Appendix "TRPT-235") p. 146A:7

Brief submitted by J.K. CHEGWIN, Swan River, Manitoba.
(See Appendix "TRPT-236") p. 146A:8

Brief submitted by KEN FOLSTAD, Archerwill, Saskatchewan.
(See Appendix "TRPT-237") p. 146A:9

Brief submitted by C.W. GIBBINGS, Westbank, British Columbia.
(See Appendix "TRPT-238") p. 146A:11

Brief submitted by RANDAL HADLAND, Cecil Lake, British Columbia.
(See Appendix "TRPT-239") p. 146A:16

Brief submitted by ALICE HECKSON, Peace River, Alberta.
(See Appendix "TRPT-240") p. 146A:19

Letter submitted by JOHN HOWARD, Brownlee, Saskatchewan.
(See Appendix "TRPT-241") p. 146A:21

I DOCUMENTS SOUMIS PAR DES PARTICULIERS

Lettre soumise par ROSS J. BAVY, Neepawa (Manitoba).
(Voir annexe «TRPT-232») p. 146A:438

Lettre soumise par R.H. BELL, Fort St. John (Colombie-Britannique).
(Voir annexe «TRPT-233») p. 146A:439

Mémoire présenté par DONALD T.J. BENSON, Raymore (Saskatchewan).
(Voir annexe «TRPT-234») p. 146A:440

Lettre soumise par DONALD E. BROWN, Swan River (Manitoba).
(Voir annexe «TRPT-235») p. 146A:444

Mémoire présenté par J.K. CHEGWIN, Swan River (Manitoba).
(Voir annexe «TRPT-236») p. 146A:445

Mémoire présenté par KEN FOLSTAD, Archerwill (Saskatchewan).
(Voir annexe «TRPT-237») p. 146A:446

Mémoire présenté par C.W. GIBBINGS, Westbank (Colombie-Britannique).
(Voir annexe «TRPT-238») p. 146A:448

Mémoire présenté par RANDAL HADLAND, Cecil Lake (Colombie-Britannique).
(Voir annexe «TRPT-239») p. 146A:453

Mémoire présenté par ALICE HECKSON, Peace River (Alberta).
(Voir annexe «TRPT-240») p. 146A:457

Lettre soumise par JOHN HOWARD, Brownlee (Saskatchewan).
(Voir annexe «TRPT-241») p. 146A:459

Brief submitted by LORNE JACKSON, Riverhurst, Saskatchewan. (See Appendix "TRPT-242")	p. 146A:22	Mémoire présenté par LORNE JACKSON, Riverhurst (Saskatchewan). (Voir annexe «TRPT-242»)	p. 146A:461
Brief submitted by VERNON R. JOHNSTON, Ogden, Alberta. (See Appendix "TRPT-243")	p. 146A:26	Mémoire présenté par VERNON R. JOHNSTON, Ogden (Alberta). (Voir annexe «TRPT-243»)	p. 146A:466
Brief submitted by STANLEY KAMIENIECKI, Manning, Alberta. (See Appendix "TRPT-244")	p. 146A:30	Mémoire présenté par STANLEY KAMIENIECKI, Manning (Alberta). (Voir annexe «TRPT-244»)	p. 146A:470
Brief submitted by MISS KIM KORVEN, Cabri, Saskatchewan. (See Appendix "TRPT-245")	p. 146A:32	Mémoire présenté par MISS KIM KORVEN, Cabri (Saskatchewan). (Voir annexe «TRPT-245»)	p. 146A:472
Brief submitted by L.E. LEAHY, Fort St. John, British Columbia. (See Appendix "TRPT-246")	p. 146A:35	Mémoire présenté par L.E. LEAHY, Fort St. John (Colombie-Britannique). (Voir annexe «TRPT-246»)	p. 146A:475
Letter and Appendices submitted by LAVERNE LEWYCKY, M.P., Dauphin—Swan River, Dauphin, Manitoba. (See Appendix "TRPT-247")	p. 146A:36	Lettre et annexes soumises par LAVERNE LEWYCKY, député, Dauphin—Swan River, Dauphin (Manitoba). (Voir annexe «TRPT-247»)	p. 146A:477
Letter submitted by ARTHUR MORIN, Grandview, Manitoba. (See Appendix "TRPT-248")	p. 146A:64	Lettre soumise par ARTHUR MORIN, Grandview (Manitoba). (Voir annexe «TRPT-248»)	p. 146A:513
Letter submitted by KEN PIGOTT, Aneroid, Saskatchewan. (See Appendix "TRPT-249")	p. 146A:65	Lettre soumise par KEN PIGOTT, Aneroid (Saskatchewan). (Voir annexe «TRPT-249»)	p. 146A:514
Brief submitted by PATRICIA A. REINDERS, Deadwood, Alberta. (See Appendix "TRPT-250")	p. 146A:66	Mémoire présenté par PATRICIA A. REINDERS, Deadwood (Alberta). (Voir annexe «TRPT-250»)	p. 146A:515
Resolution submitted by FRED W. SALIKEN, on behalf of Humboldt City Council, Humboldt, Saskatchewan. (See Appendix "TRPT-251")	p. 146A:68	Résolution présentée par FRED W. SALIKEN, au nom du Conseil municipal de Humboldt, Humboldt (Saskatchewan). (Voir annexe «TRPT-251»)	p. 146A:517
Brief submitted by MARC A. SCHINDLER, Gloucester, Ontario. (See Appendix "TRPT-252")	p. 146A:69	Mémoire présenté par MARC A. SCHINDLER, Gloucester (Ontario). (Voir annexe «TRPT-252»)	p. 146A:518
Brief submitted by IVAN SHUMUK, Vernon, British Columbia. (See Appendix "TRPT-253")	p. 146A:71	Mémoire présenté par IVAN SHUMUK, Vernon (Colombie-Britannique). (Voir annexe «TRPT-253»)	p. 146A:520

Brief submitted by LYALL W. STONE, MacGregor, Manitoba. (See Appendix "TRPT-254")	p. 146A:77	Mémoire présenté par LYALL W. STONE, MacGregor (Manitoba). (Voir annexe «TRPT-254»)	p. 146A:527
Brief submitted by JIM THOMPSON, Brandon, Manitoba. (See Appendix "TRPT-255")	p. 146A:78	Mémoire présenté par JIM THOMPSON, Brandon (Manitoba). (Voir annexe «TRPT-255»)	p. 146A:529
Brief submitted by THADDEUS P. TREFIK, on behalf of Kelliher, Leross, Lestock Joint Committee, Leross, Saskatchewan. (See Appendix "TRPT-256")	p. 146A:100	Mémoire présenté par THADDEUS P. TREFIK, au nom du Kelliher, Leross, Lestock Joint Committee, Leross (Saskatchewan). (Voir annexe «TRPT-256»)	p. 146A:548
Brief submitted by RUTH VEINER, Peace River, British Columbia. (See Appendix "TRPT-257")	p. 146A:106	Mémoire présenté par RUTH VEINER, Peace River (Colombie-Britannique). (Voir annexe «TRPT-257»)	p. 146A:555
Brief submitted by JANICE VILCU, Midale, Saskatchewan. (See Appendix "TRPT-258")	p. 146A:108	Mémoire présenté par JANICE VILCU, Midale (Saskatchewan). (Voir annexe «TRPT-258»)	p. 146A:558
Brief submitted by BILL ZETTLER, Portage la Prairie, Manitoba. (See Appendix "TRPT-259")	p. 146A:109	Mémoire présenté par BILL ZETTLER, Portage la Prairie (Manitoba). (Voir annexe «TRPT-259»)	p. 146A:560

II DOCUMENTS SUBMITTED BY ORGANIZATIONS AND PROVINCIAL GOVERNMENTS

Brief submitted by the ACTION GROUP FOR CROW
RETENTION, Prince Albert, Saskatchewan.
(See Appendix "TRPT-260")

p. 146A:112

Letter submitted by the ALBERTA WHEAT POOL,
Calgary, Alberta.
(See Appendix "TRPT-261")

p. 146A:127

Letter submitted by the CANADIAN FEDERATION OF
AGRICULTURE, Ottawa, Ontario.
(See Appendix "TRPT-262")

p. 146A:129

Brief submitted by CANADIAN PAPERWORKERS
UNION, CLC—LOCAL 1120, Prince Albert, Saskatchewan.
(See Appendix "TRPT-263")

p. 146A:130

Letter submitted by the CANADIAN PULP AND PAPER
ASSOCIATION, Montreal, Quebec.
(See Appendix "TRPT-264")

p. 146A:133

Brief submitted by The CONCERNED CITIZENS OF
NOTUKEU LINE, Climax, Saskatchewan.
(See Appendix "TRPT-265")

p. 146A:135

Brief submitted by The CROW COALITION, Regina,
Saskatchewan.
(See Appendix "TRPT-266")

p. 146A:137

Brief submitted by The CROW COMMITTEE OF MACRO-
RIE, Macrorie, Saskatchewan.
(See Appendix "TRPT-267")

p. 146A:158

Letter submitted by the GENERAL CHAIRMEN'S ASSO-
CIATION IN CANADA, BROTHERHOOD OF
LOCOMOTIVE ENGINEERS, Calgary, Alberta.
(See Appendix "TRPT-268")

p. 146A:164

Brief submitted by the GOVERNMENT OF ALBERTA,
MINISTER OF AGRICULTURE, Edmonton, Alberta.
(See Appendix "TRPT-269")

p. 146A:165

II DOCUMENTS SOUMIS PAR DES ORGANISMES ET DES GOUVERNEMENTS PROVINCIAUX

Mémoire présenté par le GROUPE D'ACTION POUR LE
MAINTIEN DU TARIF DU NID-DE-CORBEAU, Prince
Albert (Saskatchewan).
(Voir annexe «TRPT-260»)

p. 146A:565

Lettre soumise par ALBERTA WHEAT POOL, Calgary
(Alberta).
(Voir annexe «TRPT-261»)

p. 146A:585

Lettre soumise par la FÉDÉRATION CANADIENNE DE
L'AGRICULTURE, Ottawa (Ontario).
(Voir annexe «TRPT-262»)

p. 146A:587

Mémoire présenté par le SYNDICAT CANADIEN DES
TRAVAILLEURS DU PAPIER, CLC—LOCAL 1120,
Prince Albert (Saskatchewan).
(Voir annexe «TRPT-263»)

p. 146A:588

Lettre soumise par l'ASSOCIATION CANADIENNE DES
PRODUCTEURS DE PÂTES ET PAPIER, Montréal
(Québec).
(Voir annexe «TRPT-264»)

p. 146A:591

Mémoire présenté par CONCERNED CITIZENS OF
NOTUKEU LINE, Climax (Saskatchewan).
(Voir annexe «TRPT-265»)

p. 146A:593

Mémoire présenté par la COALITION DU NID-DE-
CORBEAU, Regina (Saskatchewan).
(Voir annexe «TRPT-266»)

p. 146A:597

Mémoire présenté par le COMITÉ DU NID-DE-CORBEAU
DE MACRORIE, Macrorie (Saskatchewan).
(Voir annexe «TRPT-267»)

p. 146A:622

Lettre soumise par la GENERAL CHAIRMEN'S ASSO-
CIATION IN CANADA, FRATERNITÉ DES MÉCANI-
CIENS DE LOCOMOTIVE, Calgary (Alberta).
(Voir annexe «TRPT-268»)

p. 146A:633

Mémoire présenté par le GOUVERNEMENT DE
L'ALBERTA, MINISTRE DE L'AGRICULTURE,
Edmonton (Alberta).
(Voir annexe «TRPT-269»)

p. 146A:634

Letter submitted by INNER CITY COMMITTEE FOR RAIL RELOCATION, INCORPORATED, Winnipeg, Manitoba.
(See Appendix "TRPT-270")

p. 146A:209

Lettre soumise par le INNER CITY COMMITTEE FOR RAIL RELOCATION, INCORPORATED, Winnipeg (Manitoba).
(Voir annexe «TRPT-270»)

p. 146A:678

Brief submitted by KAI CONSULTING INC., Ottawa, Ontario.
(See Appendix "TRPT-271")

p. 146A:212

Mémoire présenté par KAI CONSULTING INC., Ottawa (Ontario).
(Voir annexe «TRPT-271»)

p. 146A:681

Submission by LANDIS WHEAT POOL COMMITTEE, Landis, Saskatchewan.
(See Appendix "TRPT-272")

p. 146A:292

Soumission présentée par le LANDIS WHEAT POOL COMMITTEE, Landis (Saskatchewan).
(Voir annexe «TRPT-272»)

p. 146A:751

Brief submitted by MANITOBA HOG PRODUCERS' MARKETING BOARD, Winnipeg, Manitoba.
(See Appendix "TRPT-273")

p. 146A:298

Mémoire présenté par la MANITOBA HOG PRODUCERS' MARKETING BOARD, Winnipeg (Manitoba).
(Voir annexe «TRPT-273»)

p. 146A:758

Brief submitted by the MINING ASSOCIATION OF BRITISH COLUMBIA, Vancouver, British Columbia.
(See Appendix "TRPT-274")

p. 146A:308

Mémoire présenté par la MINING ASSOCIATION OF BRITISH COLUMBIA, Vancouver (Colombie-Britannique).
(Voir annexe «TRPT-274»)

p. 146A:768

Letter submitted by MORTLACH WHEAT POOL COMMITTEE, Mortlach, Saskatchewan.
(See Appendix "TRPT-275")

p. 146A:316

Lettre soumise par le COMITÉ DU SYNDICAT DU BLÉ DE MORTLACH, Mortlach (Saskatchewan).
(Voir annexe «TRPT-275»)

p. 146A:776

Brief submitted by the NATIONAL FARMERS UNION, DISTRICT 3, Rolla, British Columbia.
(See Appendix "TRPT-276")

p. 146A:317

Mémoire présenté par le SYNDICAT NATIONAL DES CULTIVATEURS, DISTRICT N° 3, Rolla (Colombie-Britannique).
(Voir annexe «TRPT-276»)

p. 146A:778

Brief submitted by the NATIONAL FARMERS UNION, LOCAL 613, Carrot River, Saskatchewan.
(See Appendix "TRPT-277")

p. 146A:318

Mémoire présenté par le SYNDICAT NATIONAL DES CULTIVATEURS, SECTION LOCALE 613, Carrot River (Saskatchewan).
(Voir annexe «TRPT-277»)

p. 146A:779

Brief submitted by the NATIONAL FARMERS UNION, LOCAL 638, Wadena, Saskatchewan.
(See Appendix "TRPT-278")

p. 146A:321

Mémoire présenté par le SYNDICAT NATIONAL DES CULTIVATEURS, SECTION LOCALE 638, Wadena (Saskatchewan).
(Voir annexe «TRPT-278»)

p. 146A:783

Brief submitted by the NATIONAL FARMERS UNION, LOCAL 650, Prince Albert, Saskatchewan.
(See Appendix "TRPT-279")

p. 146A:327

Mémoire présenté par le SYNDICAT NATIONAL DES CULTIVATEURS, SECTION LOCALE 650, Prince Albert (Saskatchewan).
(Voir annexe «TRPT-279»)

p. 146A:789

Brief submitted by the NATIONAL FARMERS UNION, LOCAL 805, Dawson Creek, British Columbia.
(See Appendix "TRPT-280")

p. 146A:328

Mémoire présenté par le SYNDICAT NATIONAL DES CULTIVATEURS, SECTION LOCALE 805, Dawson Creek (Colombie-Britannique).
(Voir annexe «TRPT-280»)

p. 146A:790

Letter submitted by the NATIONAL FARMERS UNION, REGION 5, Sinclair, Manitoba. (See Appendix "TRPT-281")	p. 146A:329	Lettre soumise par le SYNDICAT NATIONAL DES CULTIVATEURS, RÉGION 5, Sinclair (Manitoba). (Voir annexe «TRPT-281»)	p. 146A:791
Submission by ONE TIMES CROW ASSOCIATION INCORPORATED, Young, Saskatchewan. (See Appendix "TRPT-282")	p. 146A:330	Soumission présentée par la ONE TIMES CROW ASSOCIATION INCORPORATED, Young (Saskatchewan). (Voir annexe «TRPT-282»)	p. 146A:792
Brief submitted by the ONTARIO FEDERATION OF AGRICULTURE, Toronto, Ontario. (See Appendix "TRPT-283")	p. 146A:334	Mémoire présenté par la FÉDÉRATION ONTARIENNE DE L'AGRICULTURE, Toronto (Ontario). (Voir annexe «TRPT-283»)	p. 146A:796
Letter submitted by ONTARIO PROVINCIAL GOVERNMENT, MINISTRY OF TRANSPORTATION AND COMMUNICATIONS, Downsview, Ontario (See Appendix "TRPT-284")	p. 146A:338	Lettre soumise par le GOUVERNEMENT DE L'ONTARIO, MINISTÈRE DES TRANSPORTS ET DES COMMUNICATIONS, Downsview (Ontario). (Voir annexe «TRPT-284»)	p. 146A:800
Brief submitted by POS PILOT PLANT CORPORATION, Saskatoon, Saskatchewan. (See Appendix "TRPT-285")	p. 146A:341	Mémoire présenté par la POS PILOT PLANT CORPORATION, Saskatoon (Saskatchewan). (Voir annexe «TRPT-285»)	p. 146A:803
Letter submitted by R.L. BANKS & ASSOCIATES INC., Washington, D.C., U.S.A. (See Appendix "TRPT-286")	p. 146A:356	Lettre soumise par R.L. BANKS & ASSOCIATES INC., Washington (D.C.) É.-U. (Voir annexe «TRPT-286»)	p. 146A:815
Brief submitted by the RESEARCH ACTION AND EDUCATION CENTRE, Regina, Saskatchewan. (See Appendix "TRPT-287")	p. 146A:359	Mémoire présenté par le RESEARCH ACTION AND EDUCATION CENTRE, Regina (Saskatchewan). (Voir annexe «TRPT-287»)	p. 146A:819
Letter submitted by the RURAL MUNICIPALITY OF ETHELBERG, Ethelbert, Manitoba. (See Appendix "TRPT-288")	p. 146A:381	Lettre soumise par la MUNICIPALITÉ RURALE D'ETHELBERG, Ethelbert (Manitoba). (Voir annexe «TRPT-288»)	p. 146A:832
Brief submitted by the SASKATCHEWAN NEW DEMOCRATIC PARTY, Regina, Saskatchewan. (See Appendix "TRPT-289")	p. 146A:383	Mémoire présenté par le NOUVEAU PARTI DÉMOCRATIQUE DE LA SASKATCHEWAN, Regina (Saskatchewan). (Voir annexe «TRPT-289»)	p. 146A:834
Brief submitted by SASKATCHEWAN RURAL AFFAIRS, PLANNING & RESEARCH BRANCH, GOVERNMENT OF SASKATCHEWAN, Regina, Saskatchewan. (See Appendix "TRPT-290")	p. 146A:389	Mémoire présenté par AFFAIRES RURALES DE LA SASKATCHEWAN, DIRECTION DE LA PLANIFICATION ET DE LA RECHERCHE, GOUVERNEMENT DE LA SASKATCHEWAN, Regina (Saskatchewan). (Voir annexe «TRPT-290»)	p. 146A:839
Brief submitted by SASKATCHEWAN WHEAT POOL, DISTRICT 6, SUB-DISTRICT 4, Regina, Saskatchewan. (See Appendix "TRPT-291")	p. 146A:404	Mémoire présenté par le SYNDICAT DU BLÉ DE LA SASKATCHEWAN, DISTRICT N° 6, SOUS-DIVISION RÉGIONALE N° 4, Regina (Saskatchewan). (Voir annexe «TRPT-291»)	p. 146A:856

<p>Brief submitted by SASKATCHEWAN WHEAT POOL, DISTRICT 8, SUB-DISTRICT 6, Pelly, Saskatchewan. (See Appendix "TRPT-292")</p>	<p>p. 146A:409</p>	<p>Mémoire présenté par le SYNDICAT DU BLÉ DE LA SASKATCHEWAN, DISTRICT N° 8, SOUS-DIVISION RÉGIONALE N° 6, Pelly (Saskatchewan). (Voir annexe «TRPT-292»)</p>	<p>p. 146A:861</p>
<p>Brief submitted by SASKATCHEWAN WHEAT POOL, DISTRICT 15, Prince Albert, Saskatchewan. (See Appendix "TRPT-293")</p>	<p>p. 146A:412</p>	<p>Mémoire présenté par le SYNDICAT DU BLÉ DE LA SASKATCHEWAN, DISTRICT N° 15, Prince Albert (Saskatchewan). (Voir annexe «TRPT-293»)</p>	<p>p. 146A:864</p>
<p>Brief submitted by GEORGE TKACH AND COMMITTEE, Regina, Saskatchewan. (See Appendix "TRPT-294")</p>	<p>p. 146A:425</p>	<p>Mémoire présenté par GEORGE TKACH ET LE COMITÉ, Regina (Saskatchewan). (Voir annexe «TRPT-294»)</p>	<p>p. 146A:878</p>
<p>Letter submitted by the TOWN OF SHELLBROOK, Shellbrook, Saskatchewan. (See Appendix "TRPT-295")</p>	<p>p. 146A:432</p>	<p>Lettre soumise par LA VILLE DE SHELLBROOK, Shellbrook (Saskatchewan). (Voir annexe «TRPT-295»)</p>	<p>p. 146A:885</p>
<p>Brief submitted by the VILLAGE OF RYCROFT, Rycroft, Alberta. (See Appendix "TRPT-296")</p>	<p>p. 146A:433</p>	<p>Mémoire présenté par le VILLAGE DE RYCROFT, Rycroft (Alberta). (Voir annexe «TRPT-296»)</p>	<p>p. 146A:886</p>
<p>Letter submitted by SASKATCHEWAN WHEAT POOL COMMITTEE AND MEMBERSHIP OF WEYBURN, Regina, Saskatchewan. (See Appendix "TRPT-297")</p>	<p>p. 146A:435</p>	<p>Lettre soumise par le SYNDICAT DU BLÉ DE LA SASKATCHEWAN ET LES MEMBRES DE WEYBURN, Regina (Saskatchewan). (Voir annexe «TRPT-297»)</p>	<p>p. 146A:888</p>

I - DOCUMENTS SUBMITTED BY INDIVIDUALS

APPENDIX "TRPT-232"

Neepawa, Manitoba

July 25, 1983

Miss Santosh Sirpaul,
Clerk,
Standing Committee on Transport

Dear Miss Sirpaul:

I am writing in regard to having the "Crow Rate" maintained at its present rate. I believe this rate to be fair and equitable and also it is non-negotiable.

In 1948 the "Macpherson Commission" recommended that CPR be allowed to split up their vast holdings. The government of the day passed enabling legislation and the hypocrisy of this is beyond description.

Should the "Crow" rate fall by the wayside the effect on farmers small businesses, villages, towns, and cities will be very pronounced. C.P.R. owes at least 1 billion in deferred taxes. There is no interest paid on this concession to the private sector, and also these taxes are probably non collectable.

With all these taxes plus the gifts of land, loans, and huge subsidies of money, rolling stock, it really means that the people of Canada have a considerable equity in CPR. That these benefits have flowed into the pockets of the shareholders of C.P.R. is one of the most outrageous acts ever perpetrated on the citizens of Canada.

The C.N.R. also is not without guilt. They are in collusion with the CPR have designed to bring about the disastrous situation that myself as a farmer and the people of Western Canada in particular are face with.

Yours truly,

Ross J. Bavy
Box 125
Neepawa, Manitoba
R0J 1H0

APPENDIX ' 'TRPT-233' '

Ft. St. John, B. C.
Aug. 9/83
9624-86A St.

To THE MINISTER OF TRANSPORTATION

MR. PEPIN:

I am writing this letter in regards to the proposed changes of the Crow freight rates.

My farm is 45 miles from the nearest delivery point or elevator, which cost me 30¢ per bushel to deliver wheat and 25¢ per bushel for barley.

So with the proposed changes to the Crow it will cost me 65¢ per bushel to ship wheat, at today's price for wheat this will only leave \$3.35 per bushel to cover the cost of production for wheat, and for me to make a living with, which I cannot afford because the cost of production in this part of Canada is \$3.00 per bushel for wheat and if I was to grow barley I would lose \$1.60 per bushel with the present price we are receiving for barley.

What the Crow changes mean to me is that I will have to sell out rather than lose what I have invested in my farm.

R.H. Bell

APPENDIX ' 'TRPT-234' '

PERSONAL BRIEF TO HOUSE OF COMMONS TRANSPORT COMMITTEE REVIEWING BILL C-155

Having sat through four days at the Transport Committee hearings on the Crow rate in Regina, I request an opportunity to put the following views before the Committee:

Bill C-155 is the most important issue to face Western Canada, and in many respects Canada, since Confederation. The railroads were built to unite Canada, not divide it. Never before has a bill divided people across Canada and caused food producers to turn against each other as has Bill C-155. Sir John A. MacDonald and Wilfred Laurier would turn in their grave if they knew the divisions that Bill C-155 is causing. I think that the hurt is unnecessary and that it can be remedied by a realistic approach to a national railway system that can be unparalleled anywhere in the world.

People left their harvest and their hayfields to come, at their own expense, to present their views at the hearings. In some cases their crops were destroyed by hail while they were at the hearings. With the hazards of farming, we do not see why we should have our statutory rights taken away from us and face a transportation cost many times more than we now pay. We wonder how working people would like to sign open ended contracts for salaries, not having any idea of what they might receive five or twelve months hence. This is even worse when all signs point to a lessening of income for the farmer rather than an improved income.

People are absolutely frustrated and afraid to face the future. The spirit that helped our ancestors struggle from day to day through the hardships, the pleasure of families working together, the neighbourliness, the spirit that developed this country in a short space of one hundred years are threatened.

Bill C-155 suggests to me that the federal government has forgotten that people are our greatest natural resource. People on family farms have become highly qualified in the production of a wheat product which is respected throughout the world. Many outstanding citizens have been raised on the farms of Canada and have become leaders in many fields.

The families working together built what is called the family farm unit, which is the base of the small towns of 300 - 600 population with schools, hospitals, health centres, senior citizens homes, and a way of life that cannot be compared to any other in Canada. Bill C-155 will see family farms bought up by large corporations, operating with one hundred foot machinery, and 600 horsepower tractors. People who would be gainfully employed in agriculture will become welfare people in urban communities. Each of you knows the consequences of that.

Faults I have with Bill C-155 are that it takes away the right of transportation of grain being properly subsidized. All the nations we compete against have transportation systems heavily subsidized. It is unfair to unload the burden of the transportation cost on the backs of the farmer. I remind folks from Central Canada that every loaf of bread is subsidized by the Western grain producer to the tune of 5 - 7 cents a loaf. We cannot understand why you want to take away the legal right and the livelihood of the western grain producer by destroying the Crow rate.

Some who speak on behalf of Bill C-155 support long distance hauling by truck. As a municipal councillor for twenty-four years, I know the detrimental effect of excessive hauling of trucks with heavy loads on the road system. Mr. Roy Atkinson presented a map showing a delivery system of six elevators in Saskatchewan. This would not only ruin roads, but the Saskatchewan Wheat Pool.

In 1925 the Saskatchewan Wheat Pool was formed to bring equity to the grain growers dealing with private grain companies whose main interest was profit. We now have an elevator system which is paid for and which serves us well. The Canadian Wheat Board was put in place by R.B. Bennett and Mr. J. Gardiner in response to farmers who were absolutely frustrated with the treatment they receiving in the selling of their wheat to the private grain trade. Now both the wheat board and the Saskatchewan Wheat Pool are in danger of being undermined by Bill C-155. The appointment of an administrator entirely responsible to the Minister of Transport will interfere with the marketing of the Canadian Wheat Board.

Mention was made during the hearings by a number of briefs of the car order book and its importance to their particular operation. The car order book was made available to producers during the early agreements. The problem is that many carloads are loaded by the producers and shipped to Fort William or Vancouver which may not be in demand on arrival at port, thus causing unnecessary delay to other car loads of grain that are in demand at a given time.

Mention was made of the disadvantage of the livestock producer. There may be a need for subsidy for the livestock producer, but we object to it being done on the back of the grain producer. Payments must go to the railways, or they can be dropped by government in response to criticism that the farmer is getting too much, and they will not be effective in making the railways perform.

During the hearings, Mr. Mazankowski often asked our choice of Bill C-155 or the status quo. There was consensus that Bill C-155 needs to be scrapped. We do not even like to think about the possibility of passage of Bill C-155, or its amendment. How can you amend something that has nothing to offer in the first place?

Any business, whether it be a grocery store, hardware store, service station or doctor's office cannot be run on the status quo. Every day improvements are necessary; practices and procedures must be updated. Repairs are required for both rail equipment and roadbed. I do not feel that the answer of retaining the status quo is of benefit to anyone.

What we need is a system where we can all work towards building a national transportation network that will last for many years to come. Over the past ten years improvements have been made through the co-operation of local producers, grain companies, railways, and the federal and provincial governments. Record amounts of grain have been moved. Resources like potash, oil, lumber and coal all use the railways as well, and the overall income of railroads have shown high profits.

We recommend that a Commission be appointed to work with the Canadian Transport Commission and others who use the railroad to study ways to build a system which can transport all the grain and still not disrupt the economy of the producer. The Commission would recommend to government ways to build improvements while leaving the Crow rate intact. The Commission would receive input from railways, the Wheat Pools, Labour, the Canadian Wheat Board and other resource shippers as well as governments. The Commission would be headed by a person the calibre of Mr. Justice Emmett Hall. The Canadian Transport Commission's knowledge of accounting and rail costs is necessary. While the Commission is at work, the shortfall should be paid directly to the railways and proof of performance required.

We urge your Committee to recommend setting aside Bill C-155 and establish such a commission to get started on such a co-operative approach as soon as possible.

Respectfully submitted,

(Original signed by)

Donald T. J. Benson,
Box 28,
Raymore, Saskatchewan
SOA 3J0

APPENDIX "TRPT-235"

Box 607

Swan River, Manitoba

July 18, 1983

Sir Paul Santosh
Room 514
180 Wellington Street
House of Commons
Ottawa, Ontario
K1A 0A6

Dear Sir:

Swan River Pool Committee would like to submit a brief at your transportation meeting in Winnipeg, August 4, 1983.

Swan River Pool Committee held a public meeting on February 22, 1982 which drew a crowd of 250 people.

We had speakers invited from Manitoba Pool Elevators, N.F.U. and the Manitoba Government.

This meeting passed a resolution that the Crow rate agreement not be changed.

1. Because farmers can not afford the increase cost.
2. Railways have been well compensated with land grants, money and rich resources.
3. Grain is becoming smaller % of total traffic.

Yours truly,

Donald E. Brown

APPENDIX "TRPT-236"

Box 1208
Swan River M.B.

July 16, 1983

Transportation Hearing Committee

Dear Sirs:

I wish to record the fact that I am convinced the Crows Nest Rate should not be changed.

The basic reason is that the natural resources and land that the railways - especially the Canadian Pacific Railway, received in exchange for the established statute rates have paid and are still paying handsomely. Furthermore they accepted this as a package deal and presently the C.P.R. should not be allowed to split the Rail earnings from the earnings from the resources.

If there be need to spend money to speed up train traffic especially in the Rocky Mountains, little of this should be charged to the grain traffic which is only about 12% of the total traffic and percentage-wise is diminishing and because it is export grain which is a large factor in our balance of trade and the farmers are a very small percentage of those who receive their income from industry related to grain production. Also even without a further burden the average farm income is lower than most other workers in the related industries.

If the freight rate on grain were to be an increase of 5 x crow it would be an extremely heavy burden on the prairie economy. Bringing it to home; for us in the Swan River valley it would almost be the end to economic production of cereal grain. This would even be worse if the rail line to the part of Churchill and facilities there are not upgraded to handle hopper cars.

If the railway companies need more money then the public treasury should pay it to them. The farmers and the prairie economy cannot afford it nor is it their responsibility as they are contributing their share to the Canadian economy.

Respectfully,

J.K. Chegwin
P.O. Box 1208
Swan River, Manitoba

APPENDIX "TRPT-237"

(TYPED FROM HANDWRITTEN LETTER)

July 16th, 1983

Box 253
Archerwill, Sask.
SOE 0B0

Mr. Maurice Dionne, M.P.
Chairman
Transport Committee
House of Commons
Ottawa, Ontario

Dear Mr. Dionne,

Enclosed is the brief I would like to present to the Transport Committee on the proposed Crow Rate changes.

Thank you very much for hearing what my feelings on this subject are.

Yours truly

Ken Folstad

I wish to state emphatically that I am, and will remain, totally opposed to any change to the Crow Rate structure.

I earn my living as a small farmer, producing some grain, but my main income comes from livestock production.

I feel that any changes to the Crow Rate can only lessen my chances for survival in the highly competitive world of livestock production.

I would also like the Transport Committee to know that I do not agree with the stand taken by the Canadian Cattleman's Association, or the Saskatchewan Stock Growers' Association, and I am sure there are many hundreds or even thousands of small livestock producers who would agree with me.

We read in the papers, and hear on the radio, about farms in financial problems.

These reports are more commonplace every day.

To drain more money from farmers to pay for railway expansion that clearly benefits other businesses and industries as much or more than agriculture is simply not fair or justifiable.

I urge this committee to reject the Pepin Plan for Crow change and to recommend that the Present Statutory Rate for shipping grains be left as agreed, for perpetuity.

Thank you

Ken Folstad
Box 253
Archerwill, Sask.
SOE OBO

APPENDIX 'TRPT-238'

Notes for Submission by C.W. Gibbings to the Standing Committee on Agriculture

As some of you may know, I have recently retired from my position as Commissioner of the Canadian Wheat Board. That has given me a few months to sit back and take something of an outsider's view on what is going on in the grain industry.

During those few months I have tried to keep track of the progress of Bill C-155. That has not been difficult. Every farm newspaper or radio station, not to mention city and national media, seems full of the latest chapter in the so-called 'Crow Debate'.

My own views on the Crow have been well known, and a few months of retirement and my new role as an outsider has not changed them. I believe the Western farmer should pay no more than Crow. If the door is opened to changing the rate, it will stay open, and farmers will have no protection against further increase. Since the farmer in Canada, like his colleagues around the world, is generally outvoted, the answer to whether he is paying enough will always be no.

Why is the government permitting itself to be involved in such acrimonious debate over provision of support to such a vital group of people as grain producers? On one hand, I understand the government is providing \$783 million this year to Via Rail, which is losing money because not enough people want to use it. On the other hand, we have a national debate about spending \$651 million on the rail system for handling grain because people do want to use it.

I do not necessarily wish to debate what should get money and what should not, although I must observe that the government's new industrial policy is apparently to pick the winners and then support them. Prairie grain exports are obviously a winner for Canada, and justify all the support they can get, especially in light of the considerably greater support enjoyed by farmers in our major competing countries. If money is short, let's spend it on the winners.

I do not know exactly what the so-called 'Crow Gap' is. There seems to be considerable disagreement on this point. But for the sake of argument, we will assume it is in fact \$651 million. That is indeed a lot of money, but it is not so large when placed in context of overall government expenditure. In fact, the government's total expenditure through Transport Canada will be \$1.3 billion for 1983-84. Again, a lot of money, but only four percent of the government's total budget.

I was surprised to learn that figure. When one reflects that Canada would not exist without a large and efficient transportation system, one would not think it unreasonable that the government spend ten or twenty percent of our money on the very thing that keeps us together.

Nevertheless, there are those who feel Canadian farmers should be treated differently from the rest of the population that use transportation facilities. Those people do not pay a full compensatory rate when they travel on the Trans Canada Highway, or walk into an airport, or take a passenger train, and as far as I know they do not demand to do so.

But for grain farmers, it's supposed to be different. The best way to do things, we are told by some, is to have the farmer pay full compensatory rate for his grain, and to receive his Crow benefit directly through a cheque in the mail. The theory behind this is that this will be so high as to actually discourage him from shipping his grain out of the country. Instead, he will keep his grain back in the country and feed it to livestock. We are not told who will buy this extra livestock, but that is a small point. Of course, there is not just livestock feeding; there is secondary processing. We are not told what will be processed, but that is also a small point.

We are also told this system will lead to production of more special crops. Well, last year, only about one percent of the cultivated acreage in Western Canada was devoted to special crops. If that were to increase by even 50 percent for most of those crops, the market just wouldn't be there and prices would fall to the point it would not be economical to produce them. Crops like canary seed have been very successful for a few growers on a small acreage. But there are only so many canaries around, and most of them aren't big eaters.

Perhaps I am being a little cynical. But it must be recognized the economic benefits that some have touted from the pay the producer option are very nebulous, and I understand even Dr. Gilson has suggested at these hearings that the benefits have been exaggerated.

What is particularly unfortunate in this debate is the intemperate posture taken by the proponents of 'pay the producer'. They accuse the Wheat Pools of attempting to protect their own interests by favouring direct payment to the railways, while pretending their own position is an altruistic one of promoting economic development in Western Canada. The fact is their position is anything but altruistic. Most of these people are not grain producers. They have their eyes on a piece of that \$651 million, and they know they will be able to get it if the payment is made to producers. If it is made to the railways, the benefit goes where it belongs--to the farmer who needs assistance in getting his grain over a long and difficult route to market.

Of course, we should be striving for secondary processing in Western Canada, and perhaps providing assistance for it where necessary. But we have to be realistic. Perhaps the best example is the flour milling industry in Western

Canada. Flour moves at Crow, so there should be no disincentive to milling in Western Canada. But the industry has virtually disappeared, largely because overseas customers do not want to buy flour any more. They are the same as us. They do not want to buy bagged flour and frozen beef. They want to develop their own economies, and they do that by building their own mills, their own oilseed crushing plants, and their own livestock feeding industries. They import raw materials from countries like ours because they cannot produce them on their own. We cannot realistically expect this to change.

My point is: By all means encourage secondary processing where it makes sense and where there is a market, but do not encourage it at the expense of the grain producer. The pay the producer option, or its so-called freedom of choice variation, is a shotgun approach to a problem that should be handled with an air rifle. Let's build on our strength as a grain producer and exporter, and treat the side issues separately.

In this regard, the government should seriously reconsider its decision to put a 'Cap' on shipments of over 31.1 million tonnes. Even in the crop year just ended, Western farmers shipped about 33 million tonnes. Under the proposed bill, freight on that extra two million tonnes would have cost farmers about one-third as much as the freight on the first 31. In a year when grain prices in real terms were at their lowest point in decades, that could have been an intolerable burden. A scheme like this is hardly designed to encourage a successful grain export industry. The 'Cap' should be removed, and producers encouraged to increase exports for their own benefit and for the benefit of the rest of the country.

If the government is looking for the funds to finance this extra commitment, I can suggest a modest but significant start. It could dissolve the Grain Transportation Authority, which is costing \$1.7 million this year. When this organization was started in 1979, there was a 'Sunset Clause' which was to allow for the GTA to be disbanded when it had outlived its usefulness. I would suggest it is time for the government to let the sun set.

The GTA was established to correct perceived unfairness in the Wheat Board's distribution of rail cars for non-Board grain. We now know the Board was, if anything, too generous with its distribution of cars when they were short during the 1977 to 1979 period. Within a few months of the GTA taking over the allocation process, the car supply increased while the supply of grain decreased. Since the spring of 1980, there have most times been plenty of cars to meet requirements for non-Board grain.

Yet the two years that followed the GTA's takeover of car allocation were far more difficult and divisive than the previous two when cars were short. The GTA went through a series of new and different allocation procedures which were especially difficult for the marketers of rapeseed. The grain was available, the cars were available, the sales were there, but those who were selling rapeseed could not get enough cars to meet their requirements. The

GTA involved itself with various marketing problems such as that of unpriced rapeseed entering the elevator system.

Well, after two years, the GTA finally ended up with exactly the same sales-based allocation system the Board left it with. But that period showed the kind of disruption that can result if the GTA gets involved in someone else's business. Unpriced rapeseed may have been a problem, but it was a marketing problem, and as such was none of the GTA's business.

The reason the Wheat Board and others such as myself are making representations like this to you is that we do not want to see similar problems resulting from an expanded GTA interfering in the much larger and more important business of marketing Wheat Board grains.

As this committee has been told before, it is imperative that grain sales and grain transportation not be separated. The Canadian Wheat Board must be able to arrange transportation of its own product, or it cannot fulfill its obligations to Western grain producers or their customers overseas. The Board's marketing success depends on its ability to make day-by-day or even hour-by-hour decisions on grain movement. Its flexibility must not be compromised.

There are a lot of reasons for the Wheat Board's success, but my experience has shown that one of the most important is that it is at arm's length from government. Customers appreciate that it is operating as a commercial organization, and is strictly in the business of getting grain from the farmer to the customer. It is not an instrument of ever-changing government economic or foreign policy. The pitfalls of allowing government policy to become entwined with the grain business have been clearly demonstrated in the U.S.

This whole Crow debate is a disturbing step in this direction. The government is mistakenly trying to solve a specific problem--the need to expand grain export capacity--with a non-specific solution which will theoretically lead to economic development in other areas. We have a group of individuals in the GTA and in Transport Canada whose abstract economic principles tell them that the grain industry has gone the wrong way over the past hundred years. They want to see the transportation system in a certain configuration, and they expect farmers, the grain companies, the Wheat Board, and our customers to adjust to accommodate it.

I suggest the reverse approach be taken. Let the transportation system develop to meet the needs of the people who are using it. That is the approach that makes real economic sense, and the government should allow it to proceed by keeping bureaucracy out of the grain business. The government quite correctly has concerns about things like performance guarantees and monitoring of railway costs. These can be accommodated very well through existing agencies like the Canadian Transport Commission.

The government has repeatedly stated it will not remove existing responsibilities from the Canadian Wheat Board. Yet it proposes to open the door to do so with the expanded GTA provided for in Bill C-155. If the government is sincere, why does it not demonstrate this by eliminating the new agency, thereby firmly locking the door on the possibility the Board's effectiveness will be eroded at the whim of individuals who are not responsible to grain producers or their customers.

Thank you.

APPENDIX 'TRPT-239'

Parliamentary Committee;
Hearing into the Crow Rate;

Gentlemen of the Committee:

I thank you for the opportunity to express my opinions on the question of whether or not the Crow rate is an anachronism that is hurting the progression of Canada toward its place in the sum of economic prosperity, or an institutionalized necessity in maintaining a socially, philosophically, and economically cohesive nation. I am a grain grower, farming in the British Columbia portion of the Peace River country, but my wife and I also raise clovers and fescue. All of our produce is hauled either thirty five miles to the Fort St. John terminus of the B.C.R., or forty five miles to the C.N.R. tracks in Dawson Creek. We live in the community of Golata Creek, and know well the rages and ravishes of financial swings in the fortunes of grain farming.

This community was decimated in the late 60's and early 70's as the rush to more economic farm units hastened the death of smaller family farms. In the late 70's the community stabilized because of a couple of years of prices that could sustain a farm families reasonable expectations. Needless to say the community feeling was also decimated, and only gradually are we now starting to begin functions that would restore a semblance of community pride and vigour, which must exist before a feeling of Canadian identity and pride can be established. I do not tell you this because I believe that your primary interest is in the doings, great and small, of the community and individuals of Golata Creek, but because I believe that it should be. We are one of the small communities, made up of grain and livestock producers that will be affected by, and therefore must affect your decisions. I do not suggest that I am speaking for anyone else. I am simply giving you my opinion of what is happening here and now in the area I have chosen to call home.

While I do thank you for this opportunity to participate in the democratic process, I realize that this is incredibly short of any ideal, and far short of anything that could be called fair, comprehensive or even open. I trust you agree that the inquiry you form is at best a hasty makeshift substitute and cannot possibly deal in any thorough way with the complex multiplicity of factors that are the make-up and fabric of Canadian society as it pertains to the Crow.

In your sittings you will hear the same arguments by the railways promising to deliver if they only get enough money to ensure a profitable business and shareholders dividends.

The same arguments by C.P. Coal on the subsidies it is paying to the farmers through its own cost of transport.

The same nonsense as I got from the Liberals recently about the smallness of the present value of grants and subsidies paid to C.P. since its inception.

And depending of course on the desires and obligations of the interpreters of the agreements of 1881, 1897, and 1902, that C.P. Ltd. has or has not fulfilled its obligations.

And that there has been enough talk and it is time for action.

Gentlemen, I would remind you that if Killing the Crow is a form of action then leaving it alone is also a form of action. Perhaps it is time, after all the talk, for a decision. But just before a decision is made, based on the submissions of concerned Canadians who can whip together a comprehensive and intelligible brief given two weeks notice, and also meet you in one of the five major cities you have seen fit to travel to, let us check a couple of things.

- How much in financial, dollar for dollar terms are what groups in what regions of Canada, under each of the options open to Canadians is change versus no change, going to be beneficial to Canada as a whole.

- In financial terms, as it relates to the question of anachronism versus institutionalized necessity, how many more dollars would be generated towards social benefit by taking the dollars out of the farmers income and putting them towards rail development, rather than towards farm input costs spent at local, regional, and national levels. Farm inputs like seed, spray, fertilizer, lumber, clothing, vehicles, farm machinery, and amongst other things, food.

- I understand it to be accepted economic theory that no member of society can benefit from one course of social action, more than it can compensate the losses of others caused by that social action. This is after all a finite society, even though it has infinite possibilities in the future. In other words, would C.P. Ltd. be held responsible to society for having taken that money, again, out of the national monetary flow, especially when all they have been held to in the past is their national prominence as major contributor to the covers of party campaign funds? Would the other industries that require the additional tracking and the general upgrading of rail services, be able to compensate the farmers, or the farming related industries, the segments of society benefitting from farm expenditures, to the extent that the latter's losses would be deemed acceptable? What loss is ever deemed acceptable?

If I might emphasize this another way gentlemen. There may be a handful of farms in this area that are not already for sale, simply because of the poor immediate prospects of farming, but I could not come up with that many. Farmers are not expanding, those that are not being forced into selling everything, are trying to cut their loss in order to stay on the, their, land, by trying to sell some of it.

This, before the additional costs of increased freight rates is even considered. How would those farm families if they lose their land be compensated? How will the grocery clerks and hardware store owners be compensated for the loss of their customers? Would Canada benefit from having skilled and semi-skilled wage earners thrown out of work in farm-related industries, not to mention the farm families themselves, in order to create jobs driving spikes? If so by how much? Would it be a lot or a negative figure? Even if it is a lot, would it be enough, financially speaking, to compensate for the social upheaval of another mass migration to the urban centres like Vancouver, Regina, Edmonton, Winnipeg, or Ottawa?

That socially and philosophically cohesive nature of society might undergo some small stress if the death of the Crow proved to be the straw that broke the back of the proud and independent Canadian families that really would rather be farming.

None of which is to suggest that the rail lines don't need to be improved to the extent generally agreed upon. Rather it is to bring to your attention a few of the specifics which are a part of the onerous task you have taken upon yourselves, and to suggest that unless you have the answers, in specific detail, to those questions, then more time is required to accumulate the answers. If you have them then I apologize for wasting your time. On the other hand, I'm sorry that, in the time available, I have been unable to quantify for you the value which society places on my, and other farmers, time, or the exactitudes of impacts that would be felt across Canada. If you have the answers then I would appreciate being directed to them.

As a Canadian farmer I might be able to accept that my contribution to society is less than the equivalent investment of a shareholder in C.P. Ltd., but I would need proof. As do you. If society believes, not if C.P. Ltd. believes, that the Crow should die, that C.P. has fulfilled it's obligations, that western grain farmers are anachronistic, and that the social value we add each year is, in ratio, less than the cost to C.P. or government, of maintaining the Crow and the rail system, then you may have no choice, but don't expect to wring the money out of viable farm families.

Weigh the consequences very carefully gentlemen. If you cannot tell who is going to have benefit, and who is going to have cost, and by how much, then no decision can in good faith be made. If you have not the answers in their particulars, when you go back to Parliament, then I would ask you all to resign from this committee, rather than submit to the pressures of political expediency.

Thank you again gentlemen, and I wish you the best success.

Submitted by Randal Hadland
P.O. No. 62,
Cecil Lake, B.C. VOC 1G0
(Original signed)

APPENDIX "TRPT-240"

My father fought for his country in the first world war and my husband in the second world war. They were both fighting hopefully for a democratic country.

They also both homesteaded in the Peace River country of Alberta, so were instrumental in helping open up a new land. They were not easy years for either one but after the sounds of guns the peace of the country looked good.

When my father filed on land he was promised a railroad within a few miles of the land he chose, however due to political manouvers this was not to be and he was forced to haul his grain 40 miles and cross the big Smokey River to get his grain to the railroad.

Today after 64 years we are still hauling grain up to 70 miles from that area and we are still opening up new land.

There was a time my father shipped wool and got a bill for freight instead of a check. Another time this happened with chickens.

If we lose the crow rate I forsee this happening again but with grain. We have always had to pay freight on farm supplies to run our farm, and also to pay freight on goods we sell. We have had however a contract with the Railways to haul our grain in perpetuity from the elevators to port at a set rate in return for billions of dollars in land, mineral right and cash. This contract or Railway Act gives the government of the day the right to see the railway perform. However, the government of the day have given in to pressures from the Railways and been convinced the Railways are losing money due to inflation. Nothing has been said about the farmers losing money due to inflation or about the number of farmers going under every day. We can see where the Gov't sympathies lie. As a result the Gov't has come up with a bill that will allow the railway to break their contract and as a result hand the railways more money and force farmers to Pay more money to ship their grain.

Even if the Gov't is convinced the Railways are losing money, it does not give them the right to break a contract made when homesteaders were opening up this country.

No Right

We have been getting propaganda from Pepin's office (at our expense by the way) with lots of promises if they get this bill passed. Such as they will make the railways perform (they don't now why would they later), another promise they won't allow freight charges above 10% of the price of grain (We don't have that much left now after expenses) plus other promises.

Why would we believe a government that would be willing to sell us down the road by killing a contract we already have. Are they going to keep any future promises? I doubt it. All we hear is, How are the railroads going to be paid? One thing this bill guarantee us is that the railroads will get more money and that the farmers will pay more money. I have 2 sons that would like to get into farming but they know if we lose the crow rate they might as well forget it.

I would just like to say we cannot and should not be asked to pay more.

I ask you, is this the freedom my father and husband fought for? I think not.

Alice Heckson

APPENDIX "TRPT-241"

Brownlee, Saskatchewan

July 22, 1983

Maurice Dionne, M.P.
Chairman Transport Committee
Room 261, West Block
House of Commons
Ottawa K1A 0A6

Dear Sir:

The manner in which your government has set up the Transport Committee Hearings is a disgrace. It makes a monkey of democracy. I understand that the government would have liked to have dispensed with the hearings altogether.

I can find no public notice sponsored by the government in any paper, daily or weekly. This in stark contrast to the flood of government propaganda promoting the bill. How can you have a proper hearing when most people didn't even know about it?

No sooner was parliament adjourned and the hearing was a reality so was the deadline for people to notify you that they wanted to put in a submission. Then it had to be complete and in your hands within 3 weeks of parliament closing. I ask you, is this enough time to do the research and prepare a proper submission? Is this the usual time given to prepare submissions to Commons committees? You may also know that this is the busiest time on the farm. There is little time left to work on submissions or attend hearings. It makes it even more inconvenient when one must drive to only one location to do it.

According to my M.P. the committee must have its work finished by the fall session.

For these reasons it is obvious to the people of this province that to the government these hearings were just a formality (or as Mr. Pepin would put it an exercise) to make it seem that democracy is served.

I repeat this is disgraceful behavior and cannot be tolerated from a democratic government.

Yours truly,

John Howard

John Howard
Box 84
Brownlee, Saskatchewan
SOH OMO

APPENDIX ' 'TRPT-242' '

A BRIEF,

To be presented to the

TRANSPORT COMMITTEE HEARING

in Regina, Saskatchewan

by

Lorne Jackson, Farmer

Riverhurst, Saskatchewan

In submitting this brief on Bill C-155, I will be examining a variety of different, but to me, related topics.

I suggest that this legislation seems to be following a pattern. When one listens to news broadcasts, Canadians from coast to coast seem to be of the opinion that the Federal Government cannot draft good legislation. I also keep in mind that one does not have to be a chef to be a judge of cooking.

Changes to "the Crow" could be to correct perceived problems. In just three areas:

- the railways say they are not receiving enough money
- farmers worry about getting their grain moved
- cattlemen see a price disparity in feed grains versus export grains

I suggest that some are not interested in looking for a good solution to the railway problem. They bemoan the fact that it costs more to mail a letter than to move a bushel of wheat. Anyone faced with moving 3000 letters at the same time to the same address would, I suggest, bundle them together so that the Post Office will move for less than 10 dollars what could have cost close to 1000 dollars. Some ask how can you expect to move grain in 1983 at 1883 prices. That can be answered in two ways. Due to technology, goods can be moved more cheaply, or farmers are expected to grow wheat in 1983 for 1883 prices.

Railways receive not only the freight rate, but rehabilitation money and branch-line subsidies. When one compares total revenue received for the train miles involved in grain haulage with the revenue received and the train miles involved in moving other bulk commodities such as coal, some might consider that grain compares very favorably.

We hear that the railways make money hauling commodities such as coal, potash, and sulphur but lose money on grain. This past year the volume of grain handled went up, but the others, due to the economics of the times, went down. It intrigues me that under this condition the railways could announce increased profits.

I will list several loosely related ideas concerning grain movement.

- one of the maxims of the free enterprise system is that surpluses of a commodity result in lower prices, shortages cause higher prices
- in years of high production, some farmers, usually younger farmers with fixed expenses have to sell every bushel while the older established farmers consider it poor management to clean out the bins, so they hold back for higher prices

- some want a transportation system that will move all the grain in peak years, disregarding the carrying costs of equipment sitting idle the rest of the time
- agriculture in the United States is reported to be looking at a 20 Billion dollars subsidy this year
- we have had large carryovers before and the transportation system has been criticized
- during surplus periods, the United States government has promoted sales to the point they will not be undersold. Even if we had given our wheat away, they would have come up with a better deal.

Last year we had petroleum supply shortages and this year we have price wars. Maybe transportation is not the problem some farmers worry about.

In examining the cattlemen's concern about price disparity, we have a historical example we can follow. A few years ago, governments provided low rate loans. If the aim was to expand livestock production, that was a good idea because farmers went for it. Were the cattlemen grateful? If we lower the cost of another component, feed, the ensuing surplus, with related drop in price leads one to say that history never should be lived twice.

Some of us here today will be referring to specifics such as the 31 million tonne cap, the 80% payment to producers, or the historical percentage of rail cost to price. I think of the expression, 'cannot see the forest for the trees'. I would like to introduce a few other topics.

In this country, we pay lip service to a 'User Pay Policy'. Due to subsidies, railway maintenance has become a federal responsibility. Trucking of grain is being promoted. Roads are a provincial responsibility. Higher volumes of trucked grain would increase costs to the provinces both in capital costs of better road surfaces and in more maintenance. Just as the Federal government is shedding its level of costs, the Provincial governments will do the same. One avenue open to them is the licence fee structure. If the people promoting changes to 'the Crow' are consumers, then they must assume that they are not going to be picking up the tab, that farmers are going to absorb the costs.

We hear of a 'Cheap Food Policy'. In dealing with the movement of grain from the farm gate to the consumer we must consider the per mile cost of trucking is greater than the per mile cost of rail hauling. It seems rational that the closer we can push rail hauling to the farm gate the better.

Farmers are not thought of as the poor country cousins they once were. If they are making money, is it as farmers, or is it as the owners of real estate? When land changes ownership, one can hear reference to money coming in from other countries. One can think price hikes have little to do

with profits in farming. If changes to 'the Crow' are an attempt to tap the farmer's pocket, I suggest that the hand is dipping into the wrong pocket.

It might be interesting to check what goes on in other countries. Countries like Brazil might like to have a rail grid. I think I heard the government policy of Argentina is that there is no tariff on the movement of grain to export position. Due to the navigable river system, grain can travel in the United States at rates lower than our 'Crow'.

In analysing the results of changes to 'the Crow', I am reminded of a question a teacher asked. 'A farmer has 20 sheep in his pasture and 6 jump out. How many are left?'.

Young Billy piped up, 'None'.

The teacher said, 'Billy you don't know your arithmetic'.

Billy said, 'Teach, you don't know your sheep'.

I expect others are presenting briefs today that document the economic effects the changes to 'the Crow' will have on their farms, and their communities. I could do that too. I could comment on the effects certain changes would have on the elevator system of handling grain. I am going to refer to how the Canadian Wheat Board can be affected.

Many farmers like the security of the Wheat Board handling wheat. Some like to gamble a little and use non-board grains for that purpose. Plans promoting payments to producers enhance the production of grains other than wheat. Most of these are not under the Wheat Board. If the general aim of changes to the 'Crow' is to encourage the production of wheat for export, then payments to producers is not a good idea.

Some comment on the ways BILL C-155 leaves the wheat board open to direct attack. I rarely hear reference to the variety of covert ways the bill attacks board marketing. Is it sufficient to say that most groups favoring producer payments are not supporters of board marketing schemes?

Changes to 'the Crow' affect production, handling and selling of grain. If changes are ever put into law an analysis can probably identify the group that prodded the government into making the change. When one considers the sources of investment capital, one cannot believe that it is anyone who is promoting the industrialization of the West.

I will close with a statement I heard. 'One never increases the economic well-being of an area by cheapening its basic product.'

APPENDIX 'TRPT-243'

R.R. No. 1, Odgen, Alberta

Aug. 4, 1983

Maurice Dionne, M.P.
Chairman, Transport Committee
Ottawa, Ontario, K1A 0A6

Dear Sir:

In a letter to you dated July 16, 1983 expressing my dissatisfaction over the rushed so-called public hearings in the West by the House of Commons Standing Committee on Transportation, I indicated my desire to present a brief. Please accept the following brief outlining some of the concerns I have as a grain producer and father or two more generations of grain producers whose industry is in jeopardy if the West Transportation Initiative is passed as it now stands.

I strongly believe the 651 million dollar payment made by the government is a transportation subsidy and must be paid to the railways, not to producers. A very large percentage of farmers in my area think the same way and are increasingly upset with the provincial and federal conservatives obsession to develop secondary processing at the expense of the grain farmer.

As long as the present Crow rates remained in effect the 'Crow benefit' belonged entirely to the grain producer shipping grain to export. This benefit allowed grain farmers in Western Canada to compete with other grain producing countries whose grain is much closer to seaports where world prices are set. As long as the payment is made to the railways the grain farmer would continue to receive the benefit according to the number of bushels he shipped. Any other method of payment would mean some of the payment would go to non-shippers of grain leaving the grain producers paying more to the railways when their grain is shipped. An example of what would happen is as follows:

Present Crow rate	14¢ per bus.
Snaveley cost of shipping grain - about	76¢ per bus.
Benefit is	52¢ per bus.

If paid to producers the estimated amount that would go to non-shippers of grain is from 20%-30%. Using 25% the results to the producers shipping grain would be: (if payment goes 20% to railways and 80% to producer)

Railways receive	10.4¢ per bus.
Producer receives	41.6¢ per bus.
Non-shipper receives 25%	10.4¢ per bus.
Actual grain shipper receives	<hr/> 31.2¢ per bus.

The grain shipper will be required to pay the 76¢ per bus. plus some future inflation costs to the railways. He has lost the 10.4¢ to non-shippers of grain.

An average grain farm in my area would ship about 20,000 bus. of grain per year. This would mean a loss of \$2,080. income per year which the grain producer would be expected to give up in order to develop secondary processing. The livestock producers would not see any real increase in profits as the livestock marketing system would allow the price for the finished product to drop and pass the benefits of cheaper feed onto the retailers and consumers. It should not be the responsibility of the grain farmer to develop secondary processing of livestock when the consumers of Canada pay less of their income on food than any other country in the world--about 18%.

The proposed "freedom of choice" sounds good and is hard to say no to. It is a bit like saying you do not believe in motherhood. However, close examination of it and the double 80 proposal show that they are another attempt to take some of the benefit away from grain producers and give it to non-exporters of grain. Some choice! Those who do not ship grain would choose to get some of the benefit and those who ship grain would have no choice but to pay an added amount to get their grain to market.

I believe there has been too much concentration on the method of payment issue while other parts of Bill C-155 could be far more disastrous to grain farming and the whole Western economy. Leave the total payment to the railway and concentrate on making other changes that are badly needed in Bill C-155.

1. The introduction of variable freight rates giving the railways the power to dictate where and how far we haul our grain must be eliminated from the bill. Farmers would end up paying far more to get grain to export because of longer distances to elevators, higher taxes to maintain roads and increased costs to rebuild elevator systems--both farmer-owned and line companies, buying large trucks or hiring truckers as well as spending more time on the road hauling during busy times of the year. Variable rates would change the whole social structure of Western Canada eliminating small communities. Higher costs of marketing grain will leave less money for farmers to spend on goods such as machinery, fertilizer, as well as non-essential personal goods. The whole economy of Canada would feel the transfer of costs to the farmer--in the name of efficiency for the railways.
2. The safety net proposed by Mr. Pepin is very important but should be more realistic based on farm gate price of grain at about 5%. Export grain is a very important part of Canada's balance of trade. All other grain exporting countries subsidize their grain industry one way or another to a larger extent than Canada does. If we are to continue to compete in

the world grain trade the increased freight costs must be tied to the farmers ability to pay. The 31.1 million tonne cap should be removed and all grain grown on new land should qualify for the benefit payment. It is ridiculous to try to solve the transportation problems to get more grain to export and at the same time build in a disincentive for farmers to grow it.

3. It is my opinion that Bill C-155 is far too complicated. I believe that a simple freight rate paid by the farmers should be set by statute at 5% of the value of export grain each year, with the government picking up the proven shortfall in transportation costs. The railway books should be open for public inspection before any payments are agreed to. Any hurt to the livestock and secondary industries should be solved some other way and not at the expense of the grain producer.

Enclosed please find a copy of a petition signed by over 1300 people in our area and presented to the House of Commons by M.P. Hon. Arnold Malone. To the best of my knowledge the 90% majority opinion in this area has not changed.

Yours truly,

Vernon R. Johnston

Copy to:

Hon. Don Mazankowski
Hon. Les Benjamin
Hon. Pepin

We, the undersigned, are opposed to implementing in its present form the WESTERN TRANSPORTATION INITIATIVE (PEPIN PROPOSAL) of February 1, 1983, to change the statutory freight rates for grain transportation. To keep the Western Canadian Grain Industry viable, the following points must be changed:

- 1) The 6% of future inflation costs to be charged to farmers is not acceptable. The maximum freight rates charged to farmers should be based on not more than 7% of the export value of grain.
- 2) The legislation must clearly prohibit the use of variable or incentive rates and must remain distance related.
- 3) The legislation must not include a disincentive to increase future grain production such as the total freight costs being charged to farmers on any grain shipped over 31.1 million tonnes per year and grain on new land brought into production.
- 4) The payment made by government is a freight subsidy and should be paid directly to the railways. If any part of the Crow Benefit is paid to the farmers, it must be paid on the basis of the amount of export grain each farmer ships by rail; and, further, a feed freight assistance program be considered for feed grain users in Canada in addition to the \$651 million.
- 5) Rates should be statutory and not subject to change eacy year by a government appointed committee.
- 6) The Central Co-ordinating Agency should not interfere with the Canadian Wheat Board export commitments.

N A M E	A D D R E S S	O C C U P A T I O N
---------	---------------	---------------------

APPENDIX ' 'TRPT-244' '

Monday, July 18, 1983

RE: Crow Rate

OBJECTIVE: Retain Crow Rate As Is

REASONS:

- In the 41 years (1942-83) I have been farming a definite increase in expenses is visualized more each year, counterbalanced by a decrease in income. Add onto this the additional burden of paying freight charges for hauling the grain--it paints a very sad picture indeed. Increase these freight charges and farming as know and are familiar with today will cease to exist.

- As my farming land is located approximately 400 miles from Edmonton you can foresee the freight charges I alone am forced to pay simply to bring income into my own household. How can this be justified now is beyond me. I guess the old cliché 'You have to put money out to make money' is 100% accurate. If these freight charges were increased it would undeniably be unjust to each and every farmer.

- Such factors as fuel increasing in price; livestock becoming more and more expensive to raise; a short growing season with more work to do and less time to do it all point to one thing--becoming or choosing your lifestyle labelled a farmer could be one of the most financially disasterous decisions a person would ever have to make. Pile on top of this freight charges paid on your output (less all the factors mentioned) and someone like myself often wonders what the hell did I get myself into and where will it lead me. Straight to bankruptcy is the most logical answer I can come up with.

- Small towns, (such as the one I myself live in, which is mainly a farming community) will not increase in size as should, but instead dwindle down to nothing because of the amount of money taken out of the community. How can a small town even survive with no income coming in and all income going out? This can be compared to any person--if there is no income coming in and money must be paid out to bring income in--how can he survive?

- Being a farmer myself for 41 years I realize out of experience the many and not far between financial difficulties a farmer can and does come across during a normal year. I often wonder if leaving my land to my sons would be like pouring all my problems and worries on their back. If so, undoubtedly their baks would be stooped to the ground long before they became old men. And they would be the so-called lucky ones that were given land without any price tag on it. What about any other young person who desires to purchase land to farm. Their future is foretold without the need of any crystal ball.

Stated in the preceding pages were the reasons I believed the Crow rate should be kept as it is. I trust that the reading was clear and my intentions understandable.

Thank you.

Sincerely Yours,

(Original signed by)

Stanley Kamieniecki,
P.O. Box 308,
Manning, Alberta
TOH 2M0

APPENDIX ' 'TRPT-245' '

An individual brief submitted to the

Standing Committee on Transportation (Bill C-155)
Committee and Private Legislation Branch,
Room 514, South Block, Wellington Street,
Ottawa, ON
K1A 0A6

in Regina, SK on Aug. 11, 1983.

from:

Miss Kim Korven
Box 320
Cabri, SK
S0N 0J0

Mr. Chairman, members of the Committee--it's good to see you again. You know, I didn't think I had it in me to write another brief after my first one. Also, I thought I had said enough, but I can see now that I did not. When I heard yesterday morning that the Crow Rate is putting farmers out of business I was shocked that there are people who believe trash like that. How can any rational and intelligent human being believe that the one thing that is keeping many of us from poverty is putting us out of business? It does not make economic sense. Needless to say, that particular statement made me mad enough to write this, so here I am.

On Wednesday, one of the committee members said he could not understand why everyone was harping on the possible social changes the bill will cause because this aspect was not mentioned in the Gilson Report. It is easy to understand why we are concerned--it is our livelihood you're toying with so what else do you expect? Wouldn't be concerned if a large factory was shut down in your constituency? It is the same thing. Why doesn't the government take the time to study the social aspects of the Crow change? That would be a lot smarter than trying to push the bill through. You would then be in possession of some facts. A person would almost think Mr. Pepin has something to hide when you consider the haste of the proposed passing of this bill.

I believe that the Crow Rate is non-negotiable. Why should we be expected to pay more to haul our grain? Paying larger rates doesn't necessarily mean better service. The farmers in the United States pay the full shot and their railroads are in a terrible state of repair. You wouldn't believe the shape that the rails in Northern Montana are in. For example, when we drove past the line going to Turner there was grass growing between the rails. If I noticed that much in a glance then how would that line stand up under closer inspection? Who is to say that the same thing won't happen to us?

There is another interesting fact about the grain growing region in Montana. There are very few small towns in that area. I wonder why: maybe it is because there are not enough farm families to keep communities alive. Bill C-155 is proposing, indirectly of course, to get rid of many of the farmers on the prairies. Is this fair to the farmers or the people in the rest of Canada? Look at the economic state of the country right now and the heavy burden placed on the social services programs. Can you afford to support many more people? Another thing, where will we go? The land is home. A lot of people will be forced off the land to become migrants and migrants have a tendency to get angry when their children are going hungry. Can you really afford to let that happen? The people in central Canada will not be very happy either. I mean there is a very good chance that there will be even more people looking for their jobs. Tell me, when a community of 600 people stands to lose \$1.9 million at five times Crow will the people spend money on new cars, or machinery? I don't think so. These two industries are in trouble financially already. Do they need more problems?

You know, I'm sick and tired of having people who don't give a damn about me deciding my future because that is what all of this boils down to. Farming today isn't a business, it is a way of life. It seems to me that you people want to make it a business. That's fine, but what happens to the way of life?

These next few questions are directed to the francophones on this committee. Are you proud of being French? Wouldn't you try to protect and defend your culture if something was seriously threatening it? Would you like your children or grandchildren to grow up speaking French or English in school and in their communities? I should hope you'd pick French. I want to pick our kind of "French"; that is, I believe we should retain the Crow Rate to keep our communities and therefore our culture, intact. Farmers are not stupid. I can't see them watching their communities die and doing nothing about it.

Mr. Pepin has bitten off more than he can chew in this one because he has underestimated the power of the people. Let's hope you people remember our power when you make your decision. So please consider withdrawing the bill. I stand to lose a lot and so do you. You see, I am an eighteen year old student so I can change my career plans relatively easily. However, I want to be a farmer. I don't even know if there will be a farm to take over. I am damn scared, but I'm also getting damn angry. It's not a mindless anger either. This is my life you're discussing. Let me tell you, your decision may not be my decision, but I won't give up the fight.

Submitted by

(Original signed by)

Kim Korven

APPENDIX ' 'TRPT-246' '

Standing Committee on Transportation re-Bill C-155

In my view this bill should be allowed to die.

Building a modern transportation system on the backs of farmers may look good to the coal and forestry industries, but in the long term will kill agriculture in Western Canada.

Farmers, with present day prices are having a difficult time to survive, some in fact are not able to.

The plan to industrialize the agricultural industry at the expense of the family farm is indeed a short sighted policy. Corporate farms will not produce food below their costs. So once in control, consumers will pay dearly for food.

The farming community have noted that this hearing process is conducted in such a manner so as to discourage farmer participation. What is the rush? An issue as important as the Crow should be given adequate time for debate and study. It is mandatory that you push back the panic button and conduct in depth studies as to the effects on the agricultural industry of changing the Crow.

Why be so gullable as to believe an American economist (Snively) just to satisfy the railways who have become expert at squeezing money out of the public purse.

Leave the Crow alone!

It is our historic right.

L.E. Leahy
9711-86A St.
Fort St. John, B.C.

APPENDIX "TRPT-247"



DAUPHIN - SWAN RIVER
Constituency Office
40-1st Ave. N.W.
Dauphin, Manitoba
R7N 1G7
(204) 638-9393
Toll Free 1 800 442-0458



HOUSE OF COMMONS
CHAMBRE DES COMMUNES
CANADA
K1A 0A6

May 19, 1983

RE: CROW RATE

Dear Colleague:

The Crow Rate Debate is of critical importance to Western Canadian Farmers. It is undoubtedly difficult for many members to really appreciate the critical significance that this issue has in many ridings. In my riding, for example, the Conservatives, Liberals and New Democrats are solidly against any move to change the statutory Crow Rate.

To help you appreciate the disproportionate impact that the removal of the Crow will have, I am enclosing several documents for your consideration.

The first appendix (I have highlighted the elevators in my constituency) indicates the loss to the communities if the Pepin Proposal to increase the rates by 5.1 X Crow is implemented. You can relate this loss to urban communities by comparing what would happen if population groups of 1000 - 4500 had that amount less to operate on.

The second appendix underlines the disproportionate impact that removal of the Crow Rate would have on many rural farmers. Many areas such as in my constituency have an average income far below the national average or even certain areas in the province of Manitoba. The reason I am including these documents is so members can see that the average income over one large region in Manitoba can be half of that of another area of Manitoba. Unfortunately, Stats Canada cannot provide 1981 census information.

To me these are good reasons for delaying any consideration of introducing changes when the economic impact of such changes has not been determined. These attached documents try to show that an increase of \$2800 that one Liberal backbencher considers insignificant is really very substantial.

The third appendix illustrates the double whammy that farmers in the West face. The Canadian Transport Commission which reviews lines that the CPR and CNR want abandoned, established a Western Division, supposedly in order to be more sensitive to the needs of the West. However, what

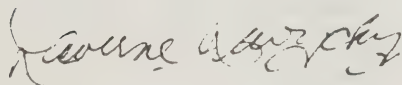
have been the results? My executive assistant has outlined eighteen hearings that have been held concerning Manitoba branch lines since 1975. To my utter dismay, there has not been one decision in favour of the producers and other community groups calling for the retention of the lines. One of the most recent hearings was adjourned because the CNR did not have enough evidence. Yet the evidence presented by the affected communities was substantial. What is the value then of the C.T.C. hearings to the farmers of Manitoba if they are assured of losing the lines they depend upon?

The fourth appendix is a map which illustrates the lines in my riding (they are marked in yellow) three of which are in the process of being abandoned and the Erwood Subdivision decision is still pending. This graphic illustration points out the impact that branch line abandonment is having on my constituency.

Perhaps the most important way of understanding why the Crow Rate is so sacred and significant in the West is by way of an analogy. Westerners think of the Crow Rate as the Magna Carta for the farmers much in the way French speaking members look at their right to speak French in Canada as their Magna Carta even if we go back to 1867 and beyond. I do not consider it reactionary for French speaking members to insist that the Official Language Act be retained. Unity in Canada in spirit as well as in fact is dependent on our recognizing both of the above.

I trust that this lengthy letter explains to my colleagues why reasonable, easy to get along with members like myself feel so strongly about the Crow Rate. Thank you for your indulgence.

Sincerely yours,



Laverne Lewycky, M.P.
Dauphin-Swan River

Enclosures
LML/db

The Loss To Prairie Communities

 PROVINCE OF MANITOBA
 [\$62,309,700.00]

Station	Crow Rate (¢/cwt)	Metric Tonne (1,000s)	Loss At 5.1 x Crow (\$1,000s)	Station	Crow Rate (¢/cwt)	Metric Tonne (1,000s)	Loss At 5.1 x Crow (\$1,000s)
Pool District 0*				Subdistrict 2			
Subdistrict 00				Dufrost	15	19.4	261.2
Benard	15	5.1	69.1	Kane	15	11.7	158.7
Bryd	18	8.0	130.0	Lowe Farm	15	9.2	124.6
Rignold	16	6.9	99.6	Morris	15	20.0	271.0
Pool District 1				Myrtle	15	2.2	29.9
Subdistrict 1				Smithspur	15	7.1	96.4
Carman	15	3.9	52.9	Subdistrict 3			
Culross	15	5.3	71.8	Arnaud	15	5.0	67.7
Elm Creek	15	68.8	932.8	Dominion City	15	19.7	266.9
Graysville	15	10.6	143.9	Emerson	15	1.8	24.6
Haywood	15	2.2	29.9	Fredenwest	15	9.7	111.6
St. Claude	15	4.9	66.4	Letellier	15	21.9	123.9
Subdistrict 2				Ridgeville	15	1.1	42.2
Brunkild	15	15.9	215.7	St. Jean	15	15.2	206.2
Homewood	15	8.4	114.0	Subdistrict 4			
Sanford	15	8.2	111.1	Altona	15	11.4	151.6
Sperling	15	12.8	171.4	Gretna	15	18.4	249.1
Subdistrict 3				Plum Coulee	15	24.8	336.2
Carey	15	21.7	294.4	Rosenfeld	15	7.3	98.8
Dumain	15	5.7	77.1	Pool District 3			
La Salle	15	5.4	73.4	Subdistrict 1			
McTavish	15	8.7	118.1	Belmont	16	14.2	205.4
Silver Plains	15	5.1	69.3	Dunrea	16	11.9	172.2
Ste. Agathe	15	19.8	268.6	Killarney	16	57.9	817.2
Subdistrict 4				Margaret	16	5.0	72.2
Dacotah	15	5.2	70.5	Ninette	16	4.0	57.8
Dufresne	14	15.6	197.2	Ninga	16	11.5	195.2
Dugald	14	18.0	227.0	Subdistrict 2			
Mile 142.4	14	18.4	232.9	Baldur	16	15.7	227.1
Niverville	15	10.6	143.9	Cartwright	16	14.0	202.5
Starbuck	15	7.0	94.7	Clearwater	16	8.7	125.9
Ste. Anne	14	15.4	194.8	Crystal City	16	26.6	184.6
Subdistrict 5				Mariapolis	16	8.6	124.2
Fannystelle	15	18.5	250.9	Mather	16	9.5	137.4
Fort Whyte	15	14.2	192.7	Subdistrict 3			
Headingley	15	5.1	69.1	Cypress River	16	15.6	225.5
Mile 10.6	15	10.3	139.8	Glenboro	16	10.4	150.5
Winnipeg	14	64.0	809.8	Nesbitt	16	16.7	241.5
Winnipeg	14	.3	3.7	Rounthwaite	16	2.9	114.4
Pool District 2				Wawanesa	16	8.3	120.1
Subdistrict 1				Subdistrict 4			
Jordan	15	5.7	77.1	Altamont	16	9.1	131.6
Miami	15	5.0	67.7	Deerwood	16	.4	5.7
Morden	15	23.9	323.9	Holland	16	18.9	271.5
Roland	15	2.9	19.4	Rathwell	16	10.1	146.0
Rosebank	15	5.2	70.5	Somerset	16	17.2	248.9
Winkler	15	32.9	446.1	Swan Lake	16	19.9	287.8

Station	Crow Rate (¢/cwt)	Metric Tonne (1,000s)	Loss At 5.1 x Crow (\$1,000s)	Station	Crow Rate (¢/cwt)	Metric Tonne (1,000s)	Loss At 5.1 x Crow (\$1,000s)
Trehene	16	20.1	290.7	Subdistrict 3			
Darlingford	16	11.8	198.2	Eilborn	18	11.4	185.3
La Riviere	16	17.1	250.1	Hargrave	18	18.1	297.7
Manitou	16	15.2	509.2	Kirkella	18	7.6	123.8
Pilot Mound	16	15.3	214.4	McCauley	18	11.1	180.1
Purves	16	1.1	44.7	Virден	18	20.8	118.1
Snowflake	17	6.3	96.8				
Pool District 4				Subdistrict 4			
Subdistrict 1				Crandall	18	4.5	71.4
Cromer	18	17.4	282.9	Hamiota	18	6.0	97.6
Pipestone	18	5.5	89.4	Oak River	18	5.6	91.0
Reston	18	22.5	166.1	Oakner	18	56.6	920.9
Sinclair	18	11.4	185.1	Quadra	18	21.2	344.8
Woodnorth	18	1.1	50.4	Rivers	17	31.6	516.2
Subdistrict 2				Subdistrict 5			
Lauder	18	4.8	77.9	Elphinstone	18	10.9	177.5
Melita	18	25.0	406.7	Glossop	17	24.0	369.0
Napinka	18	1.2	52.1	Newdale	17	34.5	510.1
Pierson	18	28.8	468.6	Sandy Lake	17	13.5	207.5
Subdistrict 3				Shoal Lake	18	20.2	128.8
Dalny	18	7.7	125.5	Strathclair	18	13.7	223.0
Deloraine	18	46.7	759.7	Pool District 6			
Goodlands	18	7.6	123.8	Subdistrict 1			
Medora	18	11.2	182.0	Amaranth	16	11.3	761.6
Waskada	18	15.9	258.7	Colby	16	6.5	91.9
Subdistrict 4				Gladstone	16	13.5	192.1
Boissevain	16	27.0	390.3	Gladstone	16	18.7	270.6
Elgin	18	15.0	244.0	Glenella	17	8.7	133.7
Fairfax	17	10.2	156.6	Langruth	16	8.7	125.9
Hartney	18	13.5	219.8	Plumas	16	9.6	139.0
Minto	16	13.3	192.3	Tenby	16	6.6	95.5
Subdistrict 5				Subdistrict 2			
Alexander	17	15.1	232.1	Basswood	17	13.6	209.1
Beresford	17	6.4	98.1	Clanwilliam	17	14.2	218.1
Griswold	17	10.7	164.4	Erickson	17	11.1	170.6
Menteith	18	8.4	136.9	McCreary	17	18.8	289.1
Newstend	16	4.4	63.6	Minnedosa	16	28.5	412.1
Oak Lake	18	7.5	122.2	Subdistrict 3			
Somis	17	19.2	295.2	Brandon	16	27.4	396.1
Pool District 5				Brandon	16	47.6	688.4
Subdistrict 1				Forrest	17	2.9	44.7
Angusville	18	12.8	208.3	Justice	16	11.6	167.7
Cracknell	18	13.8	219.8	Rapid City	17	2.2	11.6
Inglis	18	20.6	335.0	Smart Sg.	17	7.8	119.7
Oakburn	18	27.2	442.4	Subdistrict 4			
Rosssburn	18	23.8	187.0	Arden	16	10.1	118.8
Russell	18	9.4	152.9	Douglas	16	3.9	56.6
Russell	18	16.8	273.5	Franklin	16	5.7	82.4
Silverton	18	14.2	230.8	Gregg	16	8.4	121.4
Vista	18	5.6	91.0	Harte	16	17.6	254.6
Subdistrict 2				Neepawa	16	36.6	529.1
Binsearth	18	5.8	94.1	Petrel	16	14.9	215.7
Birtle	18	13.8	224.7	Subdistrict 5			
Foxwarren	18	40.3	655.6	Austin	16	4.4	61.6
Solsgirth	18	24.5	398.5	Beaver	16	2.3	11.2
				Firdale	16	1.6	23.0

Station	Crow Rate (\$/cwt)	Metric Tonne (1,000s)	Loss At 5.1 x Crow (\$1,000s)	Station	Crow Rate (\$/cwt)	Metric Tonne (1,000s)	Loss At 5.1 x Crow (\$1,000s)
Katrine	16	10.7	151.6	Pool District 6			
Longburn	16	4.9	70.9	Subdistrict 1			
MacDonald	16	6.7	96.8	High Bluff	15	6.4	86.9
MacGregor	16	10.3	148.8	Oakland	16	10.2	147.6
Sidney	16	10.1	146.0	Oakville	15	20.4	276.8
Westbourne	16	6.4	92.7	Poplar Point	15	6.5	88.2
				Portage La P	15	19.0	257.5
Pool District 7				Portage La P	15	18.5	250.9
Subdistrict 1							
Birch River	19	19.0	326.4	Subdistrict 2			
Bowsman	19	29.9	513.7	Bergen	15	14.9	202.1
Swan River	19	69.1	1,187.0	Elie	15	10.0	135.7
The Pas	22	19.7	391.6	Gordon	15	9.1	126.1
				Marquette	15	4.3	58.2
Subdistrict 2				Meadows	15	6.7	91.0
Benito	19	18.0	309.1	Warren	15	11.4	151.6
Durban	19	24.0	412.1				
Kenville	19	15.9	273.1	Subdistrict 3			
Minitonas	19	18.0	309.1	Beausejour	14	48.6	615.0
Pine River	18	6.3	102.5	Hardridge	14	9.2	116.4
				Lac du Bonnet	14	9.1	117.7
Subdistrict 3				Libau	15	12.0	162.8
Makaroff	19	4.4	75.4				
Roblin	18	37.7	613.4	Subdistrict 4			
				Balmoral	15	7.1	96.4
Subdistrict 4				Centennial Sg.	15	7.2	97.6
Ashville	18	10.3	167.7	Gunton	15	3.1	42.2
Ethelbert	18	14.7	239.0	Netley	15	16.7	226.3
Gilbert Plains	18	49.2	800.3	Netley	15	6.2	84.1
Grandview	18	40.9	665.4	Selkirk	15	19.7	266.9
Shortdale	18	8.9	144.7	Stonewall	15	11.2	151.7
				Teulon	15	19.4	263.2
Subdistrict 5							
Dauphin	18	27.2	930.7	Subdistrict 5			
Fork River	18	14.0	228.0	Arborg	16	39.8	575.6
Makinak	18	17.7	287.8	Broad Valley	16	5.0	72.2
Sifron	18	7.5	122.2	Fisher Branch	16	10.0	144.7
Ste. Rose	18	12.0	195.2	Mouseborn	17	7.4	111.6
Winnipegosis	18	2.2	35.7	Riverton	16	11.0	188.2

MANITOBA TOTALS

Provincial Average
¢ Per Cwt at Crow
16

Tonnes
Shipped
3,356,700

Loss at 5.1 x Crow
To Provincial Economy
\$62,309,700.00

1980 COMMUNITY REPORTS

BENITO

The Village of Benito, with a population of 571 people is located 483km northwest of Winnipeg, on P.T.H. 83. The nearby Duck Mountain Provincial Park provides such recreational facilities as camping, swimming, golfing, fishing and skiing. The area is also popular for big game hunting.

Benito is the trading centre for a population of 2,000, one-third of which live in Saskatchewan.

The economy of the village is based mainly on mixed farming with wheat, malting barley, rape seed and coarse grains being the principal crops, along with livestock production.

Industries locating, expanding or modernizing in Benito, depending on size, may be eligible for either a Federal Government grant under the Regional Development Incentives Program or an interest free forgivable loan incentive under the Rural Small Enterprise Incentives Program.

Population	Total	0-19	20-34	35-64	65+
1961 Census	427	30.4%	15.2%	32.6%	21.8%
1966 Census	490	27.9%	14.3%	34.3%	23.5%
1971 Census	480	28.1%	10.8%	33.8%	27.3%
1976 Census	505	23.8%	15.8%	29.7%	30.7%
1979 M.H.S.C.	571	25.4%	20.7%	24.7%	29.2%

Trading Area Population (incl. population of village): 2,000

Local Contacts

Mayor: E. Gorchynski, 539-2772
Sec.-Treas.: Mrs. D. Taillefer, 539-2634
Village of Benito, Benito, Manitoba R0L 0C0

Parkland Regional Development Inc.

Manager: G. E. Cooper
638-5919 (Dauphin)
President: J. Potoski, 638-3366 (Dauphin)

Parkland Tourist & Convention Assoc.

Contact Mrs. G. Hall, 638-4987 (Dauphin)

Chamber of Commerce

President: T. L. Garrioch, 539-2583
Sec.-Treas.: D. McRory, 539-2819

Dept. of Economic Development & Tourism

Regional Development Consultant: S. Davidge, 638-3602 (Dauphin)

Dept. of Agriculture

Representative: D. Hodgson,
734-3417 (Swan River)
Home Economist: L. Freisen-Alford
(Swan River)
4-H Program Assist.: K. Konrad (Swan River)

Tax Structure

Mill Rate: *Industrial & Commercial* 162.8.
Residential 136.4

Business Tax: 10% of assessed value

Utilities

Water

Source: Well *Quality:* Spec. Cond. 945 ??????. *Treatment:* Iron removal, filter, chlorine. *Rates: (water & sewer):* \$16.55 for first 3,000 gals, \$4.55 for each additional 1,000 gals.

Sewage

Treatment: Lagoon (2 cells). *Capacity:* 10 acres, operating at 70% of capacity.

Electrical

Contact the local Manitoba Hydro Representative of the Business Manager, Manitoba Hydro, 235-10th St., Brandon, Man. R7A 4E7. Phone: 727-0441

Propane Gas

Canadian Propane Gas & Oil Ltd.

Heating Oil

(167,000 B.T.U./gal.) 79.6¢/gal. Available in tank car lots, price to be negotiated.

Local Facilities

Fire Protection—16 volunteers, 1 truck

Police—Swan River R.C.M.P.

Ambulance—1

Garbage Disposal—Res. weekly, Comm. twice a week

Schools—1 Elementary

Churches—Anglican, Baptist, Catholic, Dukhobor, Evangelical, Pentecostal, United

Assembly Halls—3, Capacity 800

Hospitals—1 (10 beds)

Sr. Citizens Homes—1 (12 units)

Hotels—1 (10 suites)

Apartments—1 (3 suites)

Newspapers—1

Pioneer Club—1

Libraries—1

T.V. Stns.—Winnipeg, Yorkton

Radio Stns.—Dauphin, Yorkton

Transport

Rail: Freight: CNR—tri-weekly

Truck: Swan River-The Pas Transfer—daily service

Bus: Grey Goose—daily service to and from Swan River

Recreational Facilities

Benito & District Recreation Centre—hall, curling, skating & shuffleboard, Ski slope, rodeo grounds, senior citizens centre. Duck Mountain Provincial Park—camping, picnicing, swimming, fishing and big game hunting. 4-H clubs, dancing, music and singing groups.

Festivals—Rodeo (June)

Available Buildings/Industrial Property

3 commercial lots (each 30x120): 1 lot with buildings (20x80). Contact: Village Office

Local Statistics

Retail Outlets: 14 (local est.)

Service Outlets: 17 (local est.)

Average Income of all Returns including surrounding area:
\$5,704/year (Revenue Canada 1978)

Business and Professional Services

Apparel and Accessories Group

Fabric Stores—1

Automotive Group

Body Repair Shops—1
Bulk Oil Dealers—3
Implement Dealers—2
Service Stations—5
Tire Sales & Service—2

Building and Hardware Group

Building Contractors—4
Hardwares—1
Lumber Yards—2
Woodworking—1

General Merchandise Group

Catalogue Sales Offices—1
General Stores—3

Food & Beverage Group

Eating Places—4
Eating Places with Beverage—1
Grocery Stores—3
Liquor Commission—1 (outlet)
Locker Plants—1
Meat Markets—3

Furniture, Appliances and Home Accessories Group

Electrical Appliances—1
TV and Radio—1

Professional Group

Medical Doctors—1
Medical Residence—1

Financial Group

Banks—1
Financial Co's—1

Other Groups

Beauty Parlours—2
Billiard Parlours—1
Bowling Alleys—1
Laundries—1
Drug Stores—1
Dry Cleaners—2 (agencies)
Electrical Contractors—2
Fertilizers—2
Grain Elevators—2
Hobby Shops—1

Insurance and Real Estate—1
Machine Shops—1
Painters and Decorators—4
Photographers—1
Plumbing and Heating—2
Shoe Repairs—1
Sporting Goods—1

Industries/Major Employers

Firm. Products/services (Employees)

Abramoff Stucco—(20)

Fleetwood Homes Ltd.—ready-to-move homes (20)

Hadiken Concrete—(40)

McRory Apiaries—honey (4 + 14 part-time)

As Construction—(ready-to-move homes (4)

Swan Valley School—(13)

Terry Schure's Texturing & Dry Wall—(20)

Toronto Dominion Bank—(6)

1980 COMMUNITY REPORTS

BRANDON

The City of Brandon is the regional centre for the large, fertile farm area of southwest Manitoba and southeastern Saskatchewan. Thus the city has developed above average services in the area of health care, education, recreation and shopping. These are provided by the 430-bed General Hospital with the adjoining Regional laboratory, a Mental Health Centre, Brandon University, Assiniboine Community College, a Vocational High School and the sportsplex which was constructed to enable Brandon to host the 1979 Canada Winter Games.

Industries in Brandon are mainly agriculturally oriented either by supplying goods to the large farm market or processing and marketing farm products. Additional industries are engaged in the metal fabrication, electronics and chemical fields.

Brandon's growth, while never being dramatic, has been steady at about 2.3% per year, and this rate is expected to continue. It provides an increasing work force of over 300 persons each year. Basic city services are in place to accommodate normal expansion of population, commerce and industry over the next 10 to 15 years.

Industries locating, expanding or modernizing in Brandon, depending on size, may be eligible for either a Federal Government grant under the Regional Development Incentives Program or an interest free forgivable loan incentive under the Rural Small Enterprise Incentives Program.

Population	Total	0-19	20-34	35-64	65+
1961 Census	28,166	35.4%	19.5%	32.8%	12.3%
1966 Census	29,981	36.6%	18.8%	32.4%	12.2%
1971 Census	31,150	35.5%	21.2%	31.4%	11.9%
1976 Census	34,900	33.0%	24.3%	30.1%	12.6%
1979 M.H.S.C.	37,725	31.2%	27.2%	29.2%	12.4%

Trading Area Population (incl. population of city): Local—51,000; Regional—130,000

Local Contacts

Mayor: K. J. Burgess, 728-2278

City Clerk: I. L. Thomson, 728-2278

City of Brandon, Box 460, Brandon, Man., R7A 6A2

Westman Tourist Assoc.

Contact: R. Brown, 727-3316

Chamber of Commerce

President: J. Brawn, 727-6421

Gen. Mgr.: K. Fraser, 727-5431

Dept. of Economic Development & Tourism

Regional Development Consultant: H. O. Bergman, 728-3372

Federal Business Development Bank

Management Services: R. W. Fahlman, 727-8415

Dept. of Agriculture

Representative: J. Lapka, 728-5724

Home Economist: M. Molgat Hughes

Brandon Community Development Corp. Ltd.

Sec-Treas.: J. Morrow, 727-0661

Brandon Industrial Commission

Industrial Commissioner: D. Kissick, 728-2278 ext. 217

Tax Structure

Mill Rate: *Industrial & Commercial* 153.55, *Residential* 122.92

Business Tax: 7.75% of assessed value

Utilities

Water

Source: Assiniboine River, *Quality:* TH 150 mg/l CaCO₃, Spec. Cond. 880 umhos, *Treatment:* Solids contact softening, filter, chlorine, fluoride, *Capacity:* 11,000,000 gals/day, *Peak Consumption:* 5,850,000 gals/day, *Average:* 3,500,000 gals/day, *Rates:* 60¢-75¢/100c.f. depending on quarterly consumption.

Sewage

Treatment: Lagoons (5 cells) + 1 sewage treatment plant, *Capacity:* 6,000,000 gals/day, operating at 60% of capacity.

Electrical

Contact the local Manitoba Hydro Representative or the Business Manager, Manitoba Hydro, 235-10th St., Brandon, Man. R7A 4E9. Phone 727-0441.

Natural Gas

Plains-Western Gas (Manitoba) Ltd.

Residential Rate: Minimum Monthly charge \$4.00, first 2 MCF \$6.582; over 2 MCF \$2.391.

Coal

Sask. Lignite (7,300 B.T.U./lb) \$26.83-\$27.08/ton + Man. Fuel Tax.

Heating Oil

(167,000 B.T.U./gal) 79.6¢/gal. Available in tank car lots, price to be negotiated.

Local Facilities

Fire Protection—48 firemen

Police—51

Ambulance—3 (+ 1 rescue unit)

Garbage Disposal—Res. weekly, Comm. 5-6 times a week

Schools—19 Elementary, 3 High, Community College, University

Churches—Adventist, Alliance, Anglican, Baptist, Bethel Temple, Catholic, Christian Reformed, Church of Christ, Church of the Nazarene, Full Gospel, Lutheran, Mennonite, Methodist, Mormon, Polish National, Presbyterian, Salvation Army, Southminister, United

Assembly Halls—13, Capacity 4,000

Hospitals—2 (430 beds) + Mental Health Centre

Sr. Citizens Homes—6

Personal Care Homes—11

Hotels—5 (179 suites)

Motels—17 (781 suites)

Apartments—2,635 suites

Newspapers—1 daily

Libraries—1 Regional

Museums—2

T.V. Stns.—CKX, CBC, CKY

Cable T.V.—Service available

Radio Stns.—CKX, CKLO, CBC

Transport

Rail: Freight: CNR-daily ex. Sat., CPR-daily. Passenger: VIA-daily.

Truck: Daily service in all directions by 20 truck lines.

Bus: Grey Goose: 5 daily; Greyhound: 7 daily. Manitoba Motor Transit; V.I.P. service daily to Winnipeg and Wpg. International Airport.

Air: Perimeter (Inland) Airlines Ltd.: 2 round trip flights daily to Dauphin & Winnipeg. Airstrip 4 miles north of city, 3 runways: 08-26 (5700'×200') 02-20 (2795'×200') 14-32 (3000'×100'), lighted. Phone: 728-7867.

Recreational Facilities

Director: V. Brown

4 golf courses, ski area, 2 bowling alleys, lawn bowling, curling & skating rinks, 2 miniature golf courses, stadium, swimming pools, 3 theatres, YMCA, Keystone Centre (multi-purpose complex), roller skating rink, tennis courts, 10 community centres, 10 kiddies playgrounds, Gun Club, riding stables, Curran Park (City-operated recreation & camping Park), 18-hole golf course, hiking trails, ferry, Canada Winter Games Sportsplex, and 4-H clubs

Festivals—Provincial Exhibition of Manitoba (June), Royal Manitoba Winter Fair (March)

Available Buildings/Industrial Property

Contact: Brandon Industrial Commission, 728-2278 ext. 217.

Local Statistics

Retail Outlets: 237 (1971 Census) *Sales & Receipts* \$135.9 million (Financial Post 1979)

Service Outlets: 144 (1971 Census) *Sales & Receipts* \$11.51 million (1971 Census)

Average Income of all Returns including surrounding area: \$9,060.00/year (Revenue Canada 1978)

Business and Professional Services

Apparel and Accessories Group

- Children's Wear—2
- Fabric Stores—3
- Family Clothing—4

- Jewellery Stores—5
- Ladies' Wear—11
- Men's Wear—10
- Shoe Stores—8
- Tailors—2

Automotive Group

- Automotive Parts & Accessories—4
- Body Repair Shops—13
- Bulk Oil Dealers—8
- Car Washes—4
- Implement Dealers—8
- Motor Vehicle Dealers—18
- Service Stations—22
- Tire Sales & Service—8

Building and Hardware Group

- Building Contractors—15
- Hardwares—2
- Lumber Yards—9
- Woodworking—1

General Merchandise Group

- Catalogue Sales Offices—1
- Department Stores—6
- General Stores—3

Food & Beverage Group

- Bakeries—7
- Eating Places—37
- Eating Places with Beverage—10
- Grocery Stores—27
- Liquor Commission—1
- Locker Plants—1
- Meat Markets—7
- Supermarkets—6

Furniture, Appliances and Home Accessories Group

- Carpets & Draperies—3
- Electrical Appliances—2
- Furniture Stores—7
- TV and Radio—12

Professional Group

- Accountants—12
- Chiropractors—5
- Dentists—16
- Engineers—2
- Land Surveyors—2
- Lawyers—28
- Medical Doctors—48
- Optometrists—6
- Psychiatrists—10
- Veterinarians—5

Financial Group

- Banks—12
- Credit Unions—7
- Financial Co's—6
- Trust Co's—2

Other Groups

Barber Shops—11
 Beauty Parlours—33
 Billiard Parlours—1
 Bowling Alleys—2
 Laundries—5
 Drug Stores—12
 Dry Cleaners—4
 Egg Grading Stations—1
 Electrical Contractors—20
 Fertilizers—4
 Florists—6
 Funeral Service—2
 Gift Shops—5
 Grain Elevators—8
 Hatcheries—2
 Hobby Shops—4
 Insurance and Real Estate—75
 Machine Shops—7
 Painters and Decorators—11
 Photographers—10
 Plumbing and Heating—18
 Printers—7
 Road Contractors—4
 Shoe Repairs—4
 Sporting Goods—6
 Theatres—4
 Travel Agents—3
 Upholsterers—9

Industries/Major Employers

Over 400 Employees

Brandon General Hospital
Brandon Hospital for Mental Diseases
Brandon School Division

200-399 Employees

Assiniboine Hospital
Behlen-Wickes—grain bins, storage tanks, steel buildings
Brandon Shoppers Mall
Brandon University
Canadian Pacific Railway
City of Brandon
Manitoba Dept. of Highways
Manitoba Hydro
Manitoba Telephone System

100-199 Employees

A.E. McKenzie Co. Ltd.—seeds
Assiniboine Community College
Brandon Consumers Co-op
Brandon Sun—printing & publishing
Canadian National Railway
T. Eaton Co. Ltd.
K-Mart Shopping Complex
Metals Industries—agric. equip. truck bodies, metal fabrication
Simplot Chemical Co. Ltd.—farm fertilizer
Woolco Dept. Store

75-99 Employees

Federal Pioneer Ltd.—electrical products
Great Western Outerwear & Sportswear—ladies' & boy's slims & slacks
Beverage Services Ltd.—bottlers of carbonated beverage

50-74 Employees

ARM Industries—wood products, rubber floor mats
Burns Brandon—meat packing plant
Manitoba Dairy & Poultry Co-op—dairy and poultry products
Macey Foods Ltd.—processing of waterfowl and poultry

30-49 Employees

Modern Dairies Ltd.—dairy products
Christie School Supply Ltd.—chalk and cork boards, easels
Leech Printing Ltd.—printing and publishing
Cascade Brothers—farm machinery
Hamilton & Jones—electrical heating components
Inventronics Ltd.—electrical heating components
Metev Woollen Mills Ltd.—blankets and sweaters

10-29 Employees

Anchor Industries—fibreglass boats
Atom Jet Industries—custom machine shop
Ayerst Organics Ltd.—estrogen hormones
Benco Component Ind.—building components
Brandon Consumers Co-op Bakery—bakery products
Cargill & Nutrena Feeds—custom feeds, cattle & poultry feeds
Denis Prefab Ltd.—prefabricated houses & trusses
Dry Wall Contracting Ltd.—wall and ceiling systems
Feed-Rite Mills (Western)—cattle and poultry feeds
Flying Dutchman Kitchens—bakery products
Hooker Chemicals—chlorine & associated products
Manitoba Hide & Fur Co.—beef hides, sheep pelts, horse hair
Pue's Interior Furnishings Ltd.—blinds and drapes
United Western Printing—printing and publishing
Western Concrete Products—ready-mix concrete
Wheat City Concrete Products—ready-mix concrete
Yaeger's Furs Ltd.—fur garments

9 or less Employees

Brandon Frozen Foods & Meats—meats
Brandon Jewellers—jewellery
Brandon Prosthetic Lab—dental prosthetics
Brandon Signs Ltd—neon and plastic signs displays
Buckmire & Sons Ltd.—sheet metal products
Cassan Monumental—monuments
Co-op Bakery—bakery products
Dutch Mill Bakery—bakery products
Eastman Feeds—feedmill
Federated Co-operatives Ltd.—cattle hog & poultry feeds
Green Acres Bakery—bakery products
House of Printing—commercial printing
Johnson Sound Systems—musical amplifier public address
Lindenberg Seeds Ltd.—seeds, chemicals, insecticides, fertilizers

Mandziuk Dental Clinic—dental products
McMillan Meat Packers—fresh and smoked meats
North American Lumber—custom millwork
Oral Dental Studio—dental products
Parrish & Heimbecker—feedmill
Pestyk Bros Ltd—hockey boots
Plains Industries Lts—livestock trailers
Ricks W. Ltd—kitchen cabinets
Robinson Tent & Awnings—canvas products
Saleway Bakery (Victoria & 10th)—bakery products
Safeway Bakery (Dcn. shoppers Mall)—bakery products
Sally's Bakery—bakery products
Shavers Furs Ltd—fur garments
Silverwood Dairies Ltd—dairy products
Star Printing—printing
Steve Woodwork—custom built furniture refinishing
Trail Meat Processing Ltd—fresh & frozen meat products
Tricol Meat Processing—meat processors
Trumark Manufacturing Ltd—frost shields (automotive)
W B Webber & Son—printing & lithography

1980 COMMUNITY REPORTS

ETHELBERT

Ethelbert, with a population of over 500 people, is located 60km northwest of Dauphin and is situated on P.T.H. 10A. The village is close to the Duck Mountain, an attractive tourist and recreational area.

The service trade from the Ethelbert district is based on agriculture, primarily mixed farming. Ethelbert functions as a service centre for some 2,000 people in this agriculture area.

Ethelbert has a good bus service. Freight and passenger service is provided by the Canadian National Railway and VIA Rail.

Industries locating, expanding or modernizing in Ethelbert, depending on size, may be eligible for either a Federal Government grant under the Regional Development incentive Program or an interest free forgivable loan incentive under the Rural Small Enterprise incentive Program.

Population	Total	0-19	20-34	35-64	65+
1961 Census	556	30.4%	13.5%	30.2%	25.9%
1966 Census	512	28.5%	10.0%	34.4%	27.1%
1971 Census	526	29.1%	12.0%	28.5%	30.4%
1976 Census	495	25.3%	13.1%	30.3%	31.3%
1979 M.H.S.C.	509	23.8%	13.2%	31.4%	31.6%

Trading Area Population (incl. population of village): 2,000

Local Contacts

Major: M. Mandryk, 742-3215

Sec-Treas: Mrs. E. Kuzyk, 742-3301

Village of Ethelbert, Box 185, Ethelbert, Man. R0L 0T0

Parkland Regional Development Inc.

Manager: G.E. Cooper,
638-5919 (Dauphin)

President: J. Potoski, 638-3366 (Dauphin)

Parkland Tourist & Convention Assoc.

Contact: Mrs G. Hall, 638-4987 (Dauphin)

Dept. of Economic Development & Tourism

Regional Development & Consultant: S.
Davigde, 638-3602 (Dauphin)

Dept. of Agriculture

Representative: P. Kiwz, 638-9111 ext. 228 (Dauphin)

Home Economist: D. Martin (Dauphin)

4-H Program Assistant: C. Currie (Dauphin)

Tax Structure

Mill rate: *Industrial & Commercial* 193.0, *Residential* 159.0

Business Tax: 8% of assessed value.

Special Taxes: 60c/ft. frontage for water & sewer.

Utilities

Water

Source: Well, *Quality:* Spec. Cond. 894 umbos. *Treatment:* Iron removal, filter, softening, chlorine, fluoride, *Capacity:* 25,000 gals/day. *Peak Consumption:* 20,000 gals/day, *Average:* 9,000 gals/day *Rates:* \$18.48 for first 3,500 gals. \$5.50/1,000 gals thereafter.

Sewage

Treatment: Lagoon (2 cells) *Capacity:* 33 acres, operating at 65% of capacity.

Electrical

Contact the local Manitoba Hydro Representative or the Business Manager. Manitoba Hydro, 235—10th St., Brandon, Man. R7A 4E9 Phone: 727-0441.

Propane Gas

Canadian Propane Gas & Oil Ltd.

Heating Oil

(167,000 B.T.U./gal) 80.7 c/gal. Available in tank car lots, price to be negotiated.

Local Facilities

Fire Protection—18 volunteers, 2 truck units

Police—1 R.C.M.P.

Ambulance—Dauphin & District Ambulance Service

Garbage Disposal—weekly

Schools—1 elementary, 1 High

Churches—Catholic, Greek Orthodox, United

Assembly Halls—2, Capacity 600

Sr. Citizens Homes—1 (20 units)

Health Clinic—1 Nurse

Hotels—1 (10 suites)

Newspapers—1

Libraries—Bookmobile

T.V. Stns.—CKYD Dauphin, CBC Winnipeg

Radio Stns.—Dauphin, Winnipeg, Portage

Transport

Rail: Freight: CNR—daily, Passenger: VIA tri-weekly.

Truck: Scaler Valley Transfer—daily

Bus: Grey Goose—three times daily from Winnipeg.

Recreational Facilities

Director: (Dauphin)

Skating & curling arenas, theatre, parish hall, bingo, baseball diamonds, play-ground & park, overnight camping facilities. Parkland bookmobile, senior citizen centre, and 4-H clubs.

Available Buildings/Industrial Property

Hardware store available. Contact: A. Hryhorczuk, Ethelbert.

Local Statistics

Retail Outlets: 15 (1966 census) *Sales & Receipts* \$.98 million (1966 census)

Service Outlets: 8 (1966 census) *Sales & Receipts* \$.12 million (1966 census)

Average Income of all Return: including surrounding area: \$4,603.00/year (revenue Canada 1978)

Business and Professional Services

Automotive Group

Body Repair Shops—1

Bulk Oil Dealer—3

Service Stations—4

Tire Sales & Service—1

Building and Hardware Group

Building Contractors—1

Hardwares—1

Lumber Yards—1

General Merchandise Group

General Stores—2

Food & Beverage Group

Eating Places—2

Eating Places with Beverage—1

Liquor Commission—1

Locker Plants—1

Professional Group

Veterinarians—1

Financial Group

Banks—1

Credit Unions—1

Other Groups

Barber Shops—1

Beauty Parlours—1

Billiard Parlours—2

Dry Cleaners—3 (agencies)

Electrical Contractors—2

Grain Elevators—2

Insurance and Real Estate—1

Plumbing and Heating—1

Theatres—1

Industrial/Major Employers

Firm—Products/services (Employees)

Duck Mountain School Division—(18)

Ethelbert Credit Union Ltd.—(3)

Manitoba Dept. of Agriculture—(1)

Podelsky Apiaries Ltd.—honey (4)

Post Office—(3)

R.C.M.P.—(4)

Royal Bank of Canada—(4)

Sclater Valley Transfer—trucking (5)

Village of Ethelbert—(2)

Zaryski Construction—(2)

1980 COMMUNITY REPORTS PORTAGE LA PRAIRIE

The City of Portage la Prairie, with a population of 13,697, is located near the Assiniboine River, 84km west of Winnipeg. The city is served by the Trans-Canada Highway which has four lanes between Winnipeg, Portage la Prairie and Brandon, and by the main lines of the C.P.R. and C.N.R.

The land in the Portage district is very level and highly fertile and is known as the "Portage Plains". The rural economy is dependent upon cereal grains, livestock, sugar beets, sunflowers, grass seeds, potatoes, rapeseed, onions, carrots and asparagus.

The industrial sector of the Portage economy is shared by the Campbell Soup Company and McCains Foods Ltd. McCains, a vegetable processing plant, just recently began production and employs 250 people. A wide range of other products are manufactured or processed in the city including clothing, electrical cables, hand-painted glassware, canvas products, fishing tackle and dairy products. Industries locating, expanding or modernizing in Portage la Prairie, depending on size, may be eligible for either a Federal Government grant under the Regional Development Incentives Program, or an interest free forgivable loan incentive under the Rural Small Enterprise Incentives Program.

Major government installations in Portage are: the New Provincial Building housing many government departments; Manitoba School for Retardates; Agassiz Home for Youth; Women's Gaol; the Canadian Forces Base at Southport and the federally operated Agriculture Experimental Farm. There are 23 federal employees and 980 provincial civil Servants based in Portage la Prairie.

Population	Total	0-19	20-34	35-64	65+
1961 Census	12,388	39.9%	22.3%	28.5%	9.3%
1966 Census	13,012	40.4%	19.8%	29.7%	10.1%
1971 Census	12,950	38.0%	21.4%	29.5%	11.1%
1976 Census	12,555	34.3%	21.9%	29.9%	13.9%
1979 M.H.S.C.	13,697	32.5%	24.6%	29.3%	13.6%

Trading Area Population (incl. population of town): Local—26,000; Regional—30,000

Local Contacts

Mayor: E. Greendale, 857-9781

Sec.-Treas.: W. R. Woodman, 857-9781

City of Portage la Prairie, P.O. Box 490, Portage la Prairie, Man., R1N 3C1

Central Plains Inc.

Manager: R. Roteluk, 857-8736

President: C. Tarr, 685-2130 (MacGregor)

Central Plains Tourist Association

Contact: R. Roteluk, 857-8736

Chamber of Commerce

President: G. Dion, 857-8701

Sec.-Treas.: Mrs. J. Brooker, 857-7778

Dept. of Economic Development & Tourism

Regional Development Consultant: H. O. Bergman, 728-3372 (Brandon)

Dept. of Agriculture

Representative: G. Orr, 857-9711 ext. 350. Home Economist: D. Lyall

4-H Program Assist.: P. Mitchell

Tax Structure

Mill Rate: *Industrial & Commercial* 150,774,
Residential 128,352

Business Tax: 9% of assessed value

Utilities

Water

Source: Assiniboine River. *Quality:* TH 120 Mg/l CaCO₃. Spec. Cond. 740 umhos. *Treatment:* Solid contact softening, chlorine, fluoride. *Capacity:* 6,000,000 gals/day. *Peak Consumption:* 2,200,000 gals/day. *Average:* 1,600,000 gals/day. *Rates:* 50¢-\$1.90/M gals depending on quarterly consumption.

Sewage

Treatment: Aerated lagoon (2 cells), chlorination. Pollution Control Centre. *Capacity:* 25 acres.

Electrical

Contact the local Manitoba Hydro Representative or the Business Manager, Manitoba Hydro, 1120 Waverley Street, Winnipeg, Man. R3T 0P4. Phone: 475-8300

Natural Gas

Inter-City Gas Utilities Ltd.

Large General Service Rate: Minimum monthly bill \$10 59, first 2 MCF \$12 2352, balance—\$2.3474/MCF

Coal

Sask. Lignite (7,300 B.T.U./lb) \$27.96-\$28.21/ton + 5% Man. Fuel Tax.

Heating Oil

(167,000 B.T.U./gal) 78.7¢/gal. Available in tank car lots, price to be negotiated.

Local Facilities

Fire Protection—10 full-time, 20 volunteers, 4 pumps, rescue wagon

Police—17 R.C.M.P. (rural and highway detachments)

Ambulance—3

Garbage Disposal—Res. weekly, Comm. daily (5 days a week)

Schools—8 Elementary, 2 High, 3 Others

Churches—Alliance, Anglican, Babot Community Chapel, Baptist, Catholic, Church of Christ, Evangelical, Lutheran, Mennonite, Presbyterian, Salvation Army, Seventh Day Adventist, United.

Assembly Halls—15. Capacity 570

Health Clinic—Provincial Government Building

Hospitals—1 (130 beds)

Sr. Citizens Homes—4

Personal Care Homes—2

Hotels—4 (111 suites)

Motels—5 (102 suites)

Apartments—34 blocks

Newspapers—2

Libraries—1

Museums—1

T.V. Stns.—Winnipeg, Grand Forks, Devil's Lake, Brandon

Cable T.V.—Service available.

Radio Stns.—CFRY and Winnipeg

Transport

Rail: Freight: CNR-daily, CPR-daily. Passenger: VIA-daily.

Truck: C.P. Transport 5 times a week; Hale's Transport daily; Tomalin Transfer daily (Mon-Fri); CN Express daily (Mon-Fri), Transx Transportation daily.

Bus: Grey Goose: twice daily, Greyhound: 9 daily to Winnipeg 12 return. Webb Bus Lines: daily to Winnipeg.

Air: 4 miles from city, 4 runways 08-26 (3200'×150') 01-19 (2992'×150') 12L-30R (3450'×150') 12R-30L (7000'×200') lighted. Contact Portage Flying Club, 857-3039

Recreational Facilities

Director: W. Luchik

Pan-Am baseball diamond, swimming pool, beaches, 9-hole grass green golf course, tennis courts, bowling alleys, curling & skating rinks, flying club, indoor arena (artificial ice), theatre, dance halls, full-time recreation director, school gymnasiums, race track, Island Park, duck hunting (Delta Marshes), cross country skiing, hockey, ringette, baseball, 4-H clubs, music, singing, skating, dancing lessons

Festivals—Strawberry (July)

Available Buildings/Industrial Property

City of Portage la Prairie Industrial Park, 80 acres available, serviced, rail spur trackage, 180 acres available for future development. Contact City Hall for available buildings contact Industrial Development Committee, c/o City Hall.

Local Statistics

Retail Outlets: 122 (1971 Census), *Sales & Receipts* \$24 million (1971 Census)

Service Outlets: 75 (1971 Census), *Sales & Receipts* \$4 million (1971 Census)

Average Income of all Returns including surrounding area: \$9,044.00/year (Revenue 1978)

Business and Professional Services

Apparel and Accessories Group

Children's Wear—3
Family Clothing—8
Jewellery Stores—3
Ladies' Wear—4
Men's Wear—3
Shoe Stores—3
Tailors—2

Automotive Group

Automotive Parts & Accessories—4
Body Repair Shops—6
Bulk Oil Dealers—4
Car Washes—4
Implement Dealers—3
Motor Vehicle Dealers—8
Service Stations—16

Building and Hardware Group

Building Contractors—2
Hardwares—2
Lumber Yards—5

General Merchandise Group

Catalogue Sales Offices—1
Department Stores—7
General Stores—2

Food & Beverage Group

Bakeries—3
Eating Places—21
Eating Places with Beverage—7
Grocery Stores—21
Liquor Commission—1
Meat Markets—2
Supermarkets—2

Furniture, Appliances and Home Accessories Group

Carpets & Draperies—3
Electrical Appliances—with others
Furniture Stores—5
T V and Radio—4

Professional Group

Accountants—5
Chiropractors—2

Dentists—5 (+ 2 technicians)
 Lawyers—9
 Medical Doctors—11
 Optometrists—3
 Veterinarians—4 (animal clinic)

Financial Group

Banks—6
 Credit Unions—1
 Financial Co's—4

Other Groups

Barber Shops—8
 Beauty Parlours—9
 Billiard Parlours—2
 Bowling Alleys—2
 Laundries—4
 Drug Stores—5
 Dry Cleaners—3
 Egg Grading Stations—1
 Electrical Contractors—3
 Florists—4
 Funeral Service—2
 Gift Shops—2
 Grain Elevators—5
 Hobby Shops—1
 Insurance and Real Estate—20
 Machine Shops—3
 Painters and Decorators—5
 Photographers—2
 Plumbing and Heating—5
 Printers—2
 Road Contractors—1
 Shoe Repairs—3
 Sporting Goods—2
 Theatres—1
 Travel Agents—2
 Upholsterers—2

Industries/Major Employers

Firm—Products/Services (Employees)

Agassiz Centre of Youth—(49)
B C Pea Growers—dried peas—(13)
Berkley & Co. (Canada) Ltd.—fishing tackle—(35)
Campbell Soup Co. Ltd.—soups—(225)
Grey's Welding—ornamental iron products—(6)
Gunn & Simpson Co. Ltd.—memorials—(5)
Manitoba School for Retardates—(680)
Manitoba Telephone System—(70)
Maylan Enterprises Ltd.—glassware—(10)
McCain Foods Ltd.—frozen foods—(250)
McCallister Pea & Seed Cleaners—pea & grain cleaning—(10)
Paramount Homes Ltd.—mobile homes—(35)
Phillips Cables Ltd.—electrical cables—(80)
Portage Concrete Products—transit mix—(11)
Portage Creamery—butter, milk, icecream—(17)
Portage la Prairie School Division—(400)
Portage Mutual Insurance Co.—(70)

Portage Women's Goal—(20)
Prairie Abattoir Ltd.—custom killing, cured meats—(5)
Prairie Agricultural Machinery Institute—(10)
Richlu Sportswear—casual pants, coats—(36)
Tastee Bakery Products—bakery products—(14 + 3 part-time)
Troy Metals Industries Ltd.—silver reclamation (9)
Vopni Press Ltd.—printing—(37 + 6 part-time)

1980 COMMUNITY REPORTS

STONEWALL

The Town of Stonewall is located 32km north of Winnipeg and can be reached from the city centre within 35 minutes. Because of its proximity to Winnipeg, many of Stonewall's 2,464 people commute daily to work in the city.

Stonewall is a farm service centre for the surrounding area which produces cereal grains, flax, rapeseed, beef cattle, hogs, poultry and milk.

A rocket propellant plant was built a few kilometres south of Stonewall in 1963 by Bristol Aerospace Ltd. At present 120 people are employed at the plant.

Industries locating, expanding or modernizing in Stonewall, depending on size, may be eligible for either a Federal Government grant under the Regional Development Incentives Program or an interest free forgivable loan incentive under the Rural Small Enterprise Incentives Program.

Kinsmen Lake was constructed in one of the old quarries which are within the town limits. A beach and camping facilities are available at the Lake.

There are 13 federal employees and 15 provincial civil servants based in Stonewall.

Population	Total	0-19	20-34	35-64	65+
1961 Census	1,420	37.8%	18.7%	28.8%	14.7%
1966 Census	1,577	41.0%	17.5%	26.8%	14.7%
1971 Census	1,583	40.6%	18.9%	27.0%	13.5%
1976 Census	1,830	37.5%	22.1%	26.2%	14.2%
1979 M.H.S.C.	2,464	37.5%	27.2%	23.9%	11.4%

Trading Area Population (incl. population of town): 5,500

Local Contacts

Mayor: A. Krawec, 467-8496

Sec.-Treas.: J. Mauws, 467-2311

Town of Stonewall, Box 250, Stonewall, Man. R0C 2Z0

Interlake Tourist Assoc.

Contact: Wm. R. Aitken,
 376-5165 (Arborg)

Chamber of Commerce

President: F. Cosway, 467-8343

Sec.-Treas.: A. Dickson, 467-5875

Dept. of Economic Development & Tourism
Small Business Assistance Centre: 255-9642 (Winnipeg)

Dept. of Agriculture
Representative: A. Dickson, 467-5511
4-H Aide, J. Cavenagh

Tax Structure

Mill Rate: *Industrial & Commercial* 164.7, *Residential* 136.6

Business Tax: 5% of assessed value

Special Taxes: Local Improvement District—16.1

Utilities

Water

Source: Well (town-owned and private)

Treatment: Chlorination *Rates:* Commercial minimum quarterly charge—\$54.72 + 48¢-69¢/cubic metre depending on quarterly consumption.

Sewage

Treatment: Lagoon (3 cells). New cell to be constructed.
Capacity: 8.2 + 7.3 + 6 acres, operating at 100% of capacity.
Force main, lift station 2km trunk sewer and 8km laterals.

Electrical

Contact the local Manitoba Hydro Representative or the Business Manager, Manitoba Hydro, 177 Main St., Selkirk, Man. R1A 1R5. Phone: 482-7811.

Natural Gas

Greater Winnipeg Gas Co.

General Service Rate: Minimum monthly charge—\$1.25 first 2 CCF/month, 13CCF/month—\$.3461/CCF and 1985CCF/month—\$.2850/CCF.

Coal

Sask. Lignite (7,300 B.T.U./lb) \$29.09—\$29.34/ton + 5% Man. Fuel Tax

Heating Oil

(167,000 B.T.U./gal) 77.2¢/gal. Available in tank car lots, price to be negotiated.

Local Facilities

Fire Protection—1 fire chief, 17 volunteers, 2 pumpers

Police—10 R.C.M.P.

Ambulance—1

Garbage Disposal—Res. weekly, Comm. weekly

Schools—2 Elementary, 1 High, 1 Retarded Children, 1 Kindergarten

Churches—Anglican, Baptist, Catholic, Presbyterian, United

Assembly Halls—5, Capacity 1,500

Health Clinic—at Hospital

Hospitals—1 (18 beds)

Sr. Citizens Homes—2

Personal Care Homes—1 (30 units)

Hotels—1 (10 suites)

Motels—1 (5 suites)

Apartments—2 (19 suites)

Newspapers—1

Libraries—1

T.V. Stns.—Winnipeg, Pembina

Cable T.V.—Service to be available 1980/81

Radio Stns.—Winnipeg, Portage

Transport

Rail: Freight: CPR—as traffic warrants.

Truck: Stonewall Freight, Monday to Saturday, 4 trucks.

Bus: Grey Goose: daily service twice on Saturday.

Recreational Facilities

Indoor curling & skating rinks with artificial ice, bowling alley, park, baseball diamonds campgrounds at Kinsmen Lake, agricultural grounds, tennis courts, billiard hall, senior hockey, baseball, music lessons, and 4-H clubs.

Available Buildings/Industrial Property

Contact: Town Office.

Local Statistics

Retail Outlets: 30 (local est.) *Sales & Receipts* \$7 million (local est.)

Service Outlets: 24 (local est.) *Sales & Receipts* \$.75 million (local est.)

Average Income of all Returns including surrounding area: \$9,209.00/year (Revenue Canada 1978)

Business and Professional Services

Apparel and Accessories Group

- Children's Wear—1
- Fabric Stores—1
- Family Clothing—1
- Jewellery Stores—1
- Ladies' Wear—1
- Shoe Stores—1

Automotive Group

- Automotive Parts & Accessories—2
- Body Repair Shops—4
- Bulk Oil Dealers—4
- Car Washes—2
- Motor Vehicle Dealers—3
- Service Stations—5
- Tire Sales & Service—2

Building and Hardware Group

- Building Contractors—4
- Hardwares—2
- Lumber Yards—3

Food & Beverage Group

- Bakeries—2
- Eating Places—6
- Eating Places with Beverage—2
- Grocery Stores—2
- Liquor Commission—1
- Supermarkets—1

Furniture, Appliances and Home Accessories Group

- Electrical Appliances—4
- Furniture Stores—1
- T.V. and Radio—1

Professional Group

- Accountants—3
- Chiropractors—2
- Dentists—2
- Lawyers—4
- Medical Doctors—6
- Optometrists—1
- Veterinarians—1

Financial Group

- Banks—3
- Credit Unions—1

Other Groups

- Barber Shops—2
- Beauty Parlours—4
- Billiard Parlours—1
- Bowling Alleys—1
- Laundries—2
- Drug Stores—2
- Dry Cleaners—3 (agencies)
- Electrical contractors—4
- Fertilizers—3

- Florists—1
- Funeral Service—1
- Grain Elevators—1
- Hobby Shops—1
- Insurance and Real Estate—1
- Machine Shops—2
- Painters and Decorators—3
- Plumbing and Heating—4
- Printers—1
- Road Contractors—1
- Sporting Goods—1
- Upholsterers—1

Industries/Major Employers

- Firm*—Products/Services (Employees)
- Banks & Credit Union*—(32)
- Bristol Aerospace Ltd. (10km S.E. of town)*—Rocket propellant—(120)
- Comstock International Ltd.*—road contractors, gravel—(10)
- Evelyn Memorial Hospital*—(85)
- Flexon Industries Ltd.*—fibreglass products—(4)
- General Stone Products Ltd.*—cut rocks—(20)
- Interlake Dairy Supplies*—(2)
- Interlake Graphics*—(9)
- Interlake Publishing Ltd.*—printing & publishing—(12)
- Interlake School Division*—(93)
- Manitoba Hydro*—(4)
- Manitoba Telephone System*—(6)
- Mrs. K's Food Products*—pizzas, specialty food—(12)
- Post Office*—(5)
- Provincial Municipal Planning Branch*—(6)
- Provincial Highways Branch*—(14)
- Red River Co-op Ltd.*—pre-fabricated houses—(10)
- Rosewood Lodge*—personal care home—(4)
- Salkeld Duck & Goose Hatchery*—poultry products—(2)
- Stonewall Bakery*—baked goods—(2)
- South Interlake Planning Branch*—(2)
- Village Bakery*—(4)
- Standard Limestone Quarries (8km outside town)*—cut rocks—(15 + 7 seasonal)

1980 COMMUNITY REPORTS

WINNIPEGOSIS

The Village of Winnipegosis is located on the western shore of Lake Winnipegosis. It is on Highway 20, 58km north of Dauphin and 381km northwest of Winnipeg. Rail service is provided by the Canadian National Railway and there is also regular truck connections with Dauphin and Winnipeg.

The Village began as a central collection point to handle the large commercial quantities of fish caught on the lake. The present population of 963 still depends to a large extent on the primary industries of fishing and lumbering.

Industries locating, expanding or modernizing in Winnipegosis, depending on size, may be eligible for either a Federal Government grant under the Regional Development Incentives Program or an interest free forgivable loan incentive under the Rural Small Enterprise Incentives Program.

Population	Total	0-19	20-34	35-64	65+
1961 Census	980	38.5%	14.4%	35.2%	11.9%
1966 Census	908	38.2%	13.5%	32.4%	15.9%
1971 Census	895	35.8%	14.5%	31.3%	18.4%
1976 Census	890	33.7%	18.5%	28.1%	19.7%
1979 M.H.S.C.	963	31.2%	19.5%	29.9%	19.4%

Trading Area Population (incl. population of village): 4,000

Local Contacts

Mayor: J. Ogryzlo, 656-4760

Sec.-Treas.: S. Yakielashek, 656-4791, Village of Winnipegosis, Box 370, Winnipegosis Man. R0L 2G0

Parkland Regional Development Inc.

Manager: G. E. Cooper.

638-5919 (Dauphin)

President: J. Potoski, 638-3366 (Dauphin)

Parkland Tourist & Convention Assoc.

Contact: Mrs. G. Hall, 638-4987 (Dauphin)

Chamber of Commerce

President: G. Bergen, 656-4650

Sec.-Treas.: P. Takashima 656-4350

Dept of Economic Development & Tourism

Regional Development Consultant: S. Davidge, 638-3602 (Dauphin)

Dept. of Agriculture

Representative: P. Kiez, 638-911 ext. 228 (Dauphin)

4-H Program Assist.: C. Currie (Dauphin)

Tax Structure

Mill Rate: *Industrial & Commercial* 201.98, *Residential* 180.53

Business Tax: 1% of assessed value

Special taxes: 35c/ft. frontage for pavement, 50c/ft. frontage for water & sewer.

Utilities

Water

Source: Well, *Quality:* Spec. Cond. 965 umho, *Treatment:* Solids contact softening, filter, chlorine, *Capacity:* 108,000 gals/day, *Peak Consumption:* 25,000 gals/day, *Average:* 20,000 gals/day. *Rates:* First 1,000 gals—\$5.75/1000 gals, \$5.25/1000 gals for all consumption thereafter.

Sewage

Treatment: Lagoon (2 cells), *Capacity:* 10 acres, operating at 50% of capacity.

Electrical

Contact the local Manitoba Hydro Representative or the Business Manager, Manitoba Hydro, 235-10th Street, Brandon, Man. R7A 4E9. Phone: 727-0441.

Coal

Sask. Lignite (7,300 B.T.U./lb) \$29.86—\$30.11/ton + 5% Man. Fuel Tax.

Heating Oil

(167,000 B.T.U./gal) 80.7¢/gal. Available in tank car lots, price to be negotiated.

Local Facilities

Fire Protection—15 volunteers, 1 truck, 1 pumper

Police—2 town policemen, 2 part-time

Ambulance—1

Garbage Disposal—Res. weekly, Comm. twice a week

Schools—1 Elementary, 1 High

Churches—Catholic, Greek Orthodox, Jehovah's Witnesses, Mennonite, Presbyterian, Seventh Day Adventists, United

Assembly Halls—4, Capacity 1,000

Hospitals—1 (22 beds)

Sr. Citizens Homes—1 (13 suites)

Hotels—1 (6 suites)

Motels—1 (8 suites)

Apartments—1 (4 suites)

Libraries—1

T.V. Stns.—CKYD Dauphin, CBWT Winnipeg relay

Radio Stns.—Dauphin, Winnipeg, Portage

Transport

Rail: Freight: CNR—as traffic warrants

Truck: Winnipegosis-Camperville Freightier—3 times a week to Winnipeg.

Bus: Grey Goose—daily service except Sunday.

Air: West side of village. 1 runway: 06-24 (1000'×75'). Contact: W. Gensisky, 656-4422.

Taxi: Winnipegosis 656-4847

Recreational Facilities

Golf course, swimming, curling rink, arena, beach, cabins, boating, trailer facilities, Ukrainian Dance lessons, music lessons, minor hockey, fastball, and 4-H clubs.

Festivals—Annual Picnic and Homecoming (June)

Available Buildings/Industrial Property

22 year old frame building, formerly a theatre available. Floor area 3000 sq. ft. Contact: Bernard Sass, Winnipegosis.

Local Statistics

Retail Outlets: 16 (1966 census) *Sales & Receipts* \$.94 million (1966 census)

Service Outlets: 6 (1966 census) *Sales & Receipts* \$.24 million (1966 census)

Average Income of all Returns including surrounding area: \$5,706.00/year (Revenue Canada 1978)

Business and Professional Services

Automotive Group

- Body Repair Shops—1
- Bulk Oil Dealers—2
- Car Washes—1
- Implement Dealers—1
- Service Stations—3

Building and Hardware Group

- Building Contractors—3
- Hardwares—2
- Lumber Yards—2
- Woodworking—1

General Merchandise Group

- Catalogue Sales Offices—1

Food & Beverage Group

- Bakeries—1
- Eating Places—3
- Eating Places with Beverage—1
- Liquor Commission—1
- Locker Plants—1
- Meat Markets—2

Furniture Appliances and Home Accessories Group

- TV and Radio—1

Professional Group

- Accountants—1 (part-time)
- Medical Doctors—1

Financial Group

- Banks—1
- Credit Unions—1

Other Groups

- Barber Shops—1
- Beauty Parlours—4
- Billiard Parlours—1
- Laundries—1
- Drug Stores—1
- Dry Cleaners—1
- Electrical Contractors—2
- Fertilizers—2
- Grain Elevators—1
- Insurance and Real Estate—4
- Plumbing and Heating—1

Industries/Major Employers

- Firm*—Products/Services (Employees)
- Lakeside Boat Works*—boats (3)
- Marchenski Lumber Co Ltd.*—building supplies, hardware (10)
- Wm Sass*—sash & doors, cabinets, cupboards (2);
- Winnipegosis Boat Works*—boats (2)
- Winnipegosis Box & Mill Work*—lumber, pallets, boxes (35)
- Winnipegosis Hospital*—(29)
- Winnipegosis Hotel*—(9)

APPENDIX 3

To Laverne

From Dale

Railway Abandonment Hearings on Manitoba branch lines.

18 hearings held on lines in Manitoba. The Erwood Sub. is still pending.

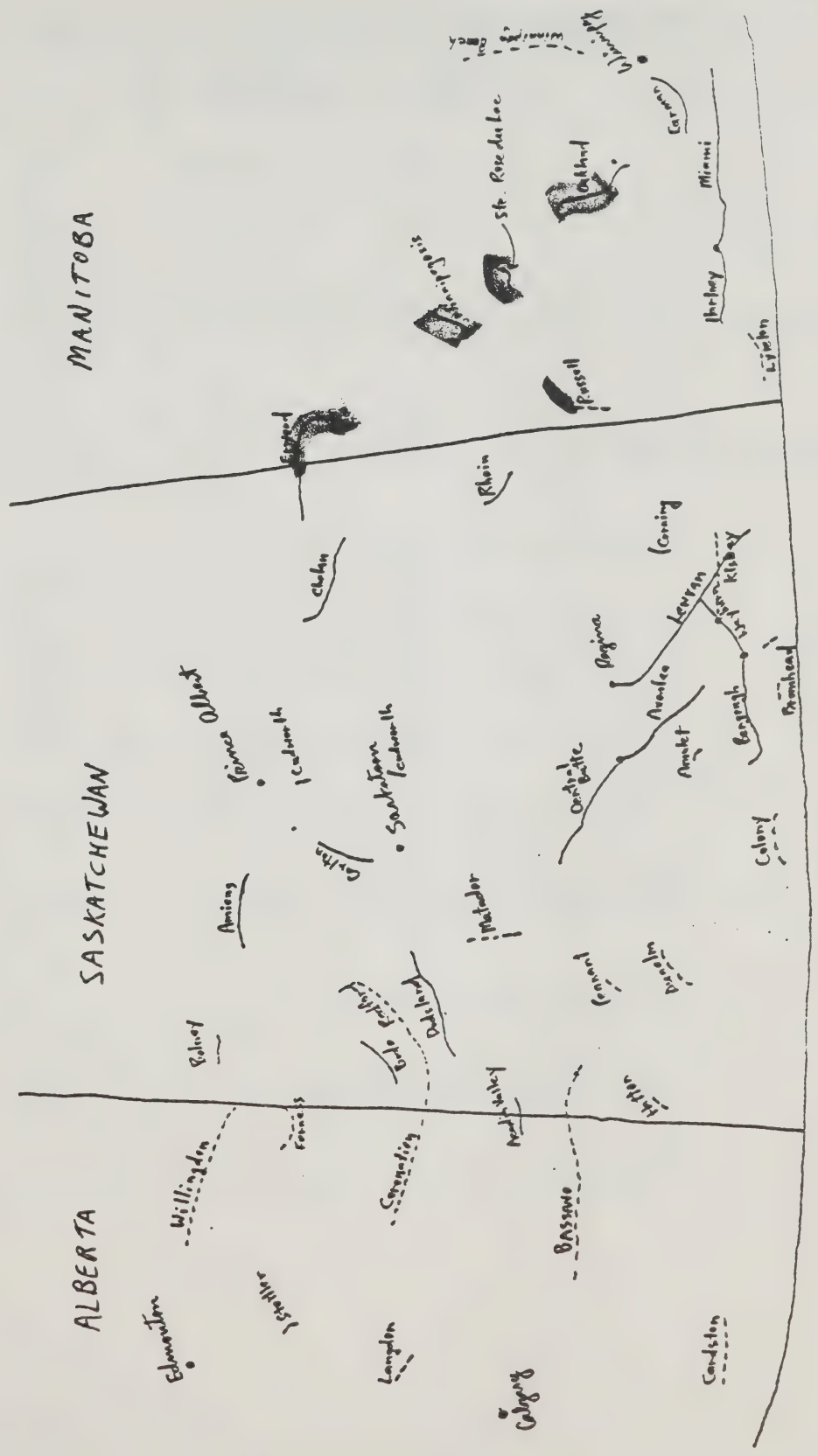
Applications for abandonment by CN and CP:

- | | | |
|-----|------------------------------|---|
| 1. | Portion of the Cabot Sub. | Abandonment Granted |
| 2. | Boissevain Sub. | Abandonment Granted |
| 3. | Portion of Varcoe Sub. | Abandonment Granted |
| 4. | Portion of Ridgeville Sub. | Abandonment Granted |
| 5. | Portion of Neepawa Sub. | Abandonment Granted |
| 6. | Portion of Pleasant Pt. Sub. | Abandonment Granted |
| 7. | Portion of Carman Sub. (CN) | Abandonment Granted |
| 8. | Portion of Carman Sub. (CP) | Abandonment Granted |
| 9. | Portion of Wawanesa Sub. | Abandonment Granted |
| 10. | Portion of Hartney Sub. | Abandonment Granted |
| 11. | Review of Lenore Sub. | Abandonment Granted |
| 12. | Neepawa Sub. | Abandonment Granted |
| 13. | Rosburn Sub. | Abandonment Granted |
| 14. | Lyleton Sub. | Abandonment Granted |
| 15. | Oakland Sub. | Abandonment Granted |
| 16. | Portion of Erwood Sub. | PENDING—1ST Hearing held Sept. 16/82, adjourned for CN to gather more information. 2ND Hearing Jan. 25/83 |
| 17. | Winnipegosis Sub. | Abandonment Granted |
| 18. | Inwood Sub. | Abandonment Granted |

APPENDIX 4

- Lines CP wants to abandon
- Lines CN wants to abandon

THE PEPIN PLAN - PULLING THE PIN ON RURAL COMMUNITIES



Estimated Canada-North Atlantic Container Traffic

(000's metric tonnes)

	<u>1981</u>	<u>Share %</u>	<u>1982</u>	<u>Share %</u>
ACL	120	2.7	170	4.5
Hapag	500	11.4	485	12.8
POL	45	1.0	120	3.2
Sub-total	<u>665</u>	<u>15.1%</u>	<u>775</u>	<u>20.5%</u>
TFL	110	2.5	-	-
Dart	320	7.3	-	-
<u>Sub-total Halifax</u>	<u>1,095</u>	<u>25.0%</u>	<u>775</u>	<u>20.5%</u>
ACL	260	5.9	238	6.3
Cast	1,377	31.5	853	22.6
Sofati	-	-	35	0.9
Manchester	643	14.7	611	16.2
CP	763	17.4	716	19.0
Dart	214	4.9	517	13.7
Others	25	0.5	30	0.8
<u>Sub-total Montreal</u>	<u>3,282</u>	<u>75.0%</u>	<u>3,000</u>	<u>79.5%</u>
Total Canada-North Atlantic	<u>4,377</u>	<u>100.0%</u>	<u>3,775</u>	<u>100.0%</u>

Report To The Halifax-Dartmouth Port Commission
on CN's further involvement with
Cast and/or Sofati Container Line

As you are undoubtedly aware, Canadian National is actively considering the acquisition of both Cast Containers Ltd., a subsidiary company of Eurocanadian Shipholdings (Bermuda), and Sofati Container Line, a Canadian owned company registered in Bermuda.

Presumably, CN would exchange its present 18% interest in Eurocanadian, along with preferred shares in the company for a 75% interest in Cast Containers Ltd., without any requirement for "new" money, while \$2-\$3 million is required for the Sofati purchase.

The Cast transaction in itself would be relatively benign, at this point, as CN wrote down its \$62 million investment in Eurocanadian to \$0 in the CN 1982 annual report.

However, when upon acquiring a controlling interest in Cast Containers Ltd., if CN were to operate the company as a going concern in competition with private sector companies in the North Atlantic then the following adverse results would follow :

- I. One or more competing carriers will be forced out of the Canadian North Atlantic trade.

North Atlantic container trade at Canadian ports (Halifax and Montreal) declined by 14% in 1982, and continues to deteriorate in 1983. At the same time, Cast and Sofati have added a combined total of 100,000 new annual two way container slots to the available container capacity in the Canada-North Atlantic trade, representing an increase in supply of more than 20% over what was available this time last year.

The result has naturally been to cause severe downward pressure on ocean shipping rates; to the point where revenues do not cover out of pocket costs, in many cases.

- II. A CN controlled North Atlantic container shipping operation not calling at U.S. east coast ports will require subsidies in order to be competitive.

Successful shipping companies must be able to operate in several trades in order to cover periodic financial losses in any one trade e.g. the present Canada-North Atlantic container trade.

Unlike airports in Canada, there is freedom of access to Canadian and American seaports for any aspiring entrepreneur who wishes to redirect his shipping tonnage to what he perceives to be a more lucrative trade. Also exporters and importers in Canada and the U.S. have free access to any Canadian or American port for overseas shipments.

Very large container ships (capacity of 3,000-4,000 twenty foot long containers) have a markedly lower operating cost per unit of capacity than do container ships in the 1,500-2,000 capacity range (Cast).

Very large container ships are not able to operate to Montreal due to water depth restrictions, also they must draw on a larger market area than that available at the Port of Montreal (Eastern Canada and the Midwest U.S.). It is not economically feasible for any size container vessel to call at Montreal in conjunction with U.S. east coast port calls.

A CN controlled Cast will only be price competitive with the very large container ships operating on the east coast if it is subsidized.

III. The need to minimize financial losses of a CN controlled Cast will influence CN management to discourage competitors in the Canada-North Atlantic trade from using the Port of Halifax.

At the present time, large container ship operators in the East Coast North America-Europe trade perceive the Port of Halifax as the most viable gateway for the Eastern Canada segment of their total business, and use CN Rail exclusively (no other rail option) for their non Atlantic Provinces portion (representing 80% of their volume at the port).

The 20% of their volume at the Port of Halifax, relating to Atlantic Canada trade is not large enough in itself, to justify a regular service to the port.

All of these large container ship operators, without exception, call at the Port of New York, and are able to selectively serve the Ontario and Quebec market from that port by purchasing truck services, although in most cases at the present time, CN Rail service via the Port of Halifax is the better option for higher volumes.

Canadian Freight Association container tariffs (CN and CP Rail) are based on the annual volume of container traffic offered to a railway, and the per unit price decreases as the annual volume of traffic moved by a railway for the container carrier customer goes up, and vice versa.

Therefore a combination of decline in available Eastern Canadian volume (Cast price competition) and an increase in rail rates (or decreased frequency of rail service) as a result of lower rail volumes, or a general upward adjustment in rail tariffs will result in a discontinuance of regular liner service to the Port of Halifax.

- IV. A decrease in North Atlantic container service at the Port of Halifax will have a detrimental effect on Canada's exports; particularly from Ontario and the Atlantic Provinces.

At the present time over 50% of North Atlantic containerized exports handled at the Port of Halifax originate in the Province of Ontario, and 20% originate in the Atlantic Provinces.

The Ontario shipper has the option of using North Atlantic services at the Port of Montreal as well as truck service to the Port of New York, in addition to the services available at the Port of Halifax.

However, truck service to the Port of New York is the most expensive option, and a curtailment of liner services at the Port of Halifax will effectively leave only the Port of Montreal option.

Shippers in the Atlantic Provinces do not have the New York option and, a decrease in service at the Port of Halifax would require rail transport to Montreal, at an additional expense for Atlantic Provinces' exporters.

- V. Canadian government ownership (through CN) of a container shipping company will have a detrimental effect on Canada-U.S. relations.

All container shipping operations calling only at the Port of Montreal require upwards of 50% of their volume to be U.S. Midwest cargo.

A Bill to control the movement of U.S. cargo via Canadian ports (HR 3637) was introduced in the previous U.S. Congress but was not supported by the Reagan administration due to the private enterprise nature of container operations at Montreal.

The North Atlantic Ports Association (representing American ports from Boston to Norfolk) identified Cast as the main participant in diverting U.S. cargo via the Port of Montreal and lobbied diligently in support of the Bill.

A new Bill has now been introduced in the American Congress, and the U.S. Administration will, undoubtedly be more supportive of its passage, if a Canadian government agency is seen to be involved in damaging U.S. interest.

VI. CN's rationale for operating a deep sea container shipping company is basically without merit, and contrary to the National Transportation Act.

- A. CN claims that the traffic provided by Cast is essential to the profitability of both CN Rail and their U.S. subsidiary Grand Trunk Corporation; for without it, CP Rail, through their binding relationship with the consortium of Manchester Liners - Dart Containerline - CP Ships, would carry all the container traffic between Montreal and the U.S. Midwest.

Such a thesis ignores the ease with which a deep sea container competitor can establish itself in Montreal i.e. Sofati Container Line was in business within 30 days of announcing its formation.

Secondly, CN Rail has participated in Manchester Liner's and Dart Containerline's traffic between Detroit and Montreal, and is alleged to have stated that this traffic "is not profitable".

More recently, CN Rail had carried Dart Containerline's Western Canada traffic up until April of 1983.

The National Transportation Act is based on competition as the principal regulator within modes of transport and an admission by CN Rail that it cannot compete for traffic without acquiring ownership of the customer undermines the purpose of the Act.

Most importantly such a statement is evidence of the inherent danger in having a shipping lines' traffic tied to a railway through common partnership, or ownership arrangements; which was the central issue in the CTC Water Transport Committee 1981 hearings in Halifax regarding the proposal of Canadian Pacific to acquire an interest in the St. Lawrence River Consortium. The CTC decision approving the acquisition has been appealed to the federal cabinet, and is still awaiting a decision.

- B. CN claims that common ownership of land and sea modes of container transport offers efficiencies that are required by importers and exporters.

Such a statement is blatantly false, and implies that existing deep sea container carrier customers of the railways including Cast, do not provide door-to-door service for their customers.

This issue is dealt with in some detail in The Halifax-Dartmouth Port Commission Appeal to Cabinet on CTC decision WTC 2-82.

- C. CN claims that the \$52 million loss from operations of Eurocanadian for the fiscal year ending March 31, 1982 was not due to container operations, but resulted from the depressed market for bulk tonnage; therefore a take-over of Eurocanadian's container operation will not result in cash outflows.

At the CP Ltd. annual shareholders' meeting of May 4, 1983, Frederick Burbidge, Chairman of CP Ltd. is quoted as saying, due to overtonnaging "it will take a good while before CP's bulk shipping, and container operations achieve profitable rates".

Mr. Burbidges predictions are generally supported by knowledgeable people in the North Atlantic container shipping industry.

- D. CN claims that even with a container rail monopoly at the Port of Halifax, it cannot be competitive with American railroads operating between the U.S. Midwest and the ports of New York and Baltimore, due to the longer distance from Halifax, and therefore requires service to Montreal for U.S. Midwest cargo.

Such a statement ignores the qualitative aspects of Canadian railway operations that provide CN with competitive advantages over American railways i.e.

- less densely populated thoroughfares
- rail tracks direct to ocean piers
- better roadbeds and rail track
- highly developed inland rail ports
- competitive container-on-chassis common user truck haulage at inland rail ports, obviating the need for shipping line owned container truck chassis.

We believe the foregoing to accurately reflect the existing situation, and would recommend that we inform all possible, about the dangers of CN competing in North Atlantic container shipping.

Gary H. Blaikie,
Executive-Director

Estimated Canada-North Atlantic Container Traffic

(000's metric tonnes)

	<u>1981</u>	<u>Share %</u>	<u>1982</u>	<u>Share %</u>
ACL	120	2.7	170	4.5
Hapag	500	11.4	485	12.8
POL	45	1.0	120	3.2
Sub-total	<u>665</u>	<u>15.1%</u>	<u>775</u>	<u>20.5%</u>
TFL	110	2.5	-	-
Dart	320	7.3	-	-
<u>Sub-total Halifax</u>	<u>1,095</u>	<u>25.0%</u>	<u>775</u>	<u>20.5%</u>
ACL	260	5.9	238	6.3
Cast	1,377	31.5	853	22.6
Sofati	-	-	35	0.9
Manchester	643	14.7	611	16.2
CP	763	17.4	716	19.0
Dart	214	4.9	517	13.7
Others	25	0.5	30	0.8
<u>Sub-total Montreal</u>	<u>3,282</u>	<u>75.0%</u>	<u>3,000</u>	<u>79.5%</u>
Total Canada-North Atlantic	<u>4,377</u>	<u>100.0%</u>	<u>3,775</u>	<u>100.0%</u>

APPENDIX ' 'TRPT-248' '

July 14th/83
R.R.2 Grandview,
Man. ROL OYO

(submission
Aug. 4-5 Wpg.)

Clerk of the Standing Committee
on Transport.

Mr. Chairman:

I find it very untimely and ironic that the government of the day of Canada would consider abolishing the Crow's Nest Pass rates at a time when farm net incomes are falling and farm inputs and costs are rising at a terrific rate with no indication in sight that grain prices would not decline further.

I contend that destroying the only protection the grain producer ever had against absorbently high freight rates would jeopardize the well being of the family farm and many a private operator. There are no guarantees that freight rates would not rise above the 5 times crow rate by the year 2000 also there are no guarantees that grain prices would not decline further. This places the western grain producer in a very precarious position. I see no reason why the needs of the railways could not be determined, negotiated and accomplished without touching the Crow's Nest Pass rates.

Updating the railroads and the Crow's Nest Pass rates are two separate issues and should be treated as such.

Thank you.

Arthur Morin

APPENDIX "TRPT-249"

Aneroid, Sask.

Box 85

July 21,/83

Dear Sir:

I am writing in regards to the proposed Crow rate change. The Pepin plan as proposed is totally unacceptable for the western canadian farmer.

The Crow rate must remain. The Pepin plan as proposed is far too costly and will cause hardship to me and every community in the West.

A small farmer such as myself, and there are many of us; growing 10,000 bushels of wheat a year, paying \$1400. for freight under the Crow rate cannot be burdened with this massive rate increase. By 1992 that \$1400. will become \$7,000. or more; just an unbelievable figure. In that 10 year period, the small community of Aneroid will have spent over 4.5 million dollars to the railways; or some 3.75 millions more than we would have paid under the Crow rate.

Other aspects of the Crow rate that should and must remain to help a lot of us viable are. Fixed freight rate. Under Pepin's plan rates would become variable and much too costly. Therefore, the Crow must stay.

Thanking you,

Yours truly,

Ken Pigott

APPENDIX "TRPT-250"

Box 64,
Deadwood, Alberta.

Sirs:

We are very concerned about the proposed changes in the Crow Rate.

Our area encompasses productive farm land stretching 43 miles south of Manning, Alberta -, 25 miles north of Manning, bordering the Peace River on the east boundary to 20-25 miles west of the river. Manning is our nearest elevator point. Many of our farmers are hauling up to 50 miles one way to get their grain to the elevator. Our own farm is 31 miles from the delivery point.

There are over 500 permit book holders in this area who must deliver to the Manning Elevators. The proposed changes will eventually result in fewer elevator gathering points and it has been suggested that the Rycraft area would be the home of a large gathering system. Manning is over 125 miles north-west of Rycraft. The money spent keeping the rails in good working condition would then have to be spent on the road system as this system would suffer from the increased traffic. The trucks now owned by the farmers would have to be replaced with bigger, vaster more expensive units. A cost the farmer certainly cannot afford.

The Peace River area is one of the last remaining productive areas that is still in the pioneering stage. New land is being developed each year and put into production. The ceiling proposed in the Pepin-Crow-Change will be a deterrent to these new young farmers opening up new lands. Again an extra cost we can ill afford.

The present crow rate from our delivery point, Manning is 27¢ per cwt. Five times the Crow is 1.15\$ per cwt. and there is no guarantee that the increase will stop there. We already pay the freight on everything we buy; tractors, farm machinery, counter food, clothing, - everything. We are the only element in society that pays the freight on our own products that we must sell on the international market.

Upgrading of the railway system is essential as it is an integral part of the economy of Canada. However this should not be put on the backs of an already over-burdened farming society. The public as a whole benefits from a healthy farming industry. The public as a whole should maintain and reap the profits from a Canadian railway system.

I totally reject a Crow change and as far as the double 80-proposal this is just one more example of a provincial governments total disregard for the family farm. The family farm is and will always be the bases of a healthy farm society. The proposed crow change will further erode the family farm.

Respectfully submitted,
by

Patricia A. Reinders

APPENDIX "TRPT-251"

July 13, 1983

Transport Committee
House of Commons
Ottawa
K1A 0A6

Attention: Mr Maurice Dionne, Chairman

RE: BILL C-155 CHANGING THE CROW'S NEST PASS RATE

Dear Sir:

I am writing to advise you that the Humboldt City Council considered the above matter at its most recent meeting and passed the following resolution in consequence:

"That we send the House of Commons Transport and Communications Committee a letter informing it that the Municipality of Humboldt is opposed to Bill C-155 changing the Crow's Nest Pass rate, since the implementation of this Bill would impose on the Municipality heavy additional expenditures for extending and improving its road network."

Passed

The Council trusts you will bear their views in mind when considering this question.

Thank you for your attention.

Yours sincerely,

Fred W. Saliken
Secretary-Treasurer

APPENDIX ' 'TRPT-252' '

Marc A. Schindler
2724 Farriers Lane
Gloucester, Ont.
K1T 1X8

29 August 1983

Mr. Jesse P. Flis, M.P.
(L - Parkdale-High Park)
House of Commons
Ottawa, Ont. K1A 0A6

Dear Mr. Flis;

Thank you for your letter of August 4 in reply to my earlier letter complaining about taxpayer support of the government's advertising blitz drumming up support for the killing of the Crow rate.

Unfortunately, your letter doesn't really answer any of my objections. Traditionally, government viewpoints are communicated via press release, which are considerably less expensive than an advertising blitz. It seems that your government has become so unpopular that you feel a higher profile mode of communication is necessary to get your point across! That doesn't speak well for the future of your government.

Now as for the rest of your letter, I think you have your historical facts a little screwed around. You are correct in stating that the 1880 contract obliged the CPR to operate the railway efficiently forever. What you conveniently 'forget' to mention is that that contract was made with the Canadian Pacific Railway Company--not quite the same entity as CP Rail, a subsidiary of Canadian Pacific Limited. The old CPR had direct access to the land grant revenues, but the 'new' CP Ltd., in its wisdom, chose to spin off the management of its land grant revenues from the railroad operations. Of course there was nothing in the original contract to suggest that the land grant revenues should cover operating costs, because it was obvious, as the revenues accrued directly to the rail operations. This is not the case today, but it's the CPR that made the decision to separate the two--so why should taxpayers or farmers pay for that corporate maneuver? A maneuver, I might add, which shows who had more business guile--the government of the day or the CPR management.

By 1961 the MacPherson Royal Commission had an empty mandate--the government hadn't foreseen the trend towards modern corporate decentralization, and all the MacPherson Commission could do was avoid embarrassing the government.

There is a third major problem which your government has consistently refused even to discuss, and that is the political ramifications of this issue. I can't help but speculate what gentlemen like Pierre Trudeau and Jean-Luc Pepin would say if a Conservative government like the Joe Clark government, with little representation in Québec, had attempted to pass bilingualism-weakening legislation, for instance. What's the difference between that hypothetical situation and your situation vis-à-vis the Crow rate?

If you want to be fair, your government would, if it insists on killing the Crow, at least take back the land grant properties, revenue from which currently makes up about 70% of CP's total income, and turn that property over to the farmers to help them stay competitive with U.S. farmers. Since that's obviously impossible, your only logical alternative is to leave the Crow alone. It will be interesting to see if you feel inspired to be guided by logic and reason.

Yours sincerely,

Marc A. Schindler

cc: Hon. Lloyd Axworthy, Minister of Transport
Hon. Don Mazankowski, MP (PC - Vegreville)
Mr. Les Benjamin, MP (NDP - Regina West)
Mr. Maurice Dionne, MP (L - Northumberland-Miramichi)
Mr. Jim Peterson, MP (L - Willowdale)

APPENDIX ' 'TRPT-253' '

11109 Kalamalka Rd.
Vernon, B.C.
V1B 1L8
August 28, 1983

Mr. Morris Dione, MP
House of Commons
Ottawa, Ont.

Dear Mr. Dione

Just yesterday I heard on CBC Radio that you are the Chairman of the Parliamentary Committee on Railways, which prompted me to send you a copy of my brief to the Royal Commission on Economy, which is on the subject of railway transport.

I must admit my scepticism that it will ever be taken seriously by anyone of importance. After all I am just an ordinary naturalized citizen, who knows a little about the railways from the sectionman level to peach my opinions against learned experts who testified at the hearings of your Committee, but just the same I could not resist to get it off my chest.

Your sincerely

(Original signed by

Ivan Shumuk

BRIEF TO THE ROYAL COMMISSION ON THE ECONOMY

The railway transport is a very important factor in the economy of almost any country but exceptionally so in Canada because of the exceptional character of the Canadian geography. This fact of life suggests that Canada must strive to develop the most efficient and economical railway transport system in order to be able to compete effectively in the world markets with countries whose geography is much less of an obstacle, as well as serve adequately, the internal economic needs. Instead, we have the most expensive and inefficient railway system of any industrialized nation.

In the first place, there is no such thing as a Canadian railway system. What we have, instead, are two parallel main systems. The good old CPR was built some 100 years ago as a realization of a national dream but gradually over the century it turned into a national nightmare, which, instead of helping the national economy has a strangling effect on it. Originally it was envisaged as any private enterprise which was supposed to operate on a profit incentive, therefore it was favouring profitable sectors with a complete disregard for the national interest.

The passenger and express parcel services were run down to the ground on purpose as unprofitable. Both of them were taken over successfully by Greyhound and other bus companies. Some years ago the grain shipment was slowed down to a trickle under the pretext of the shortage of box cars, while there were reports of empty box cars sitting idle tucked away on inconspicuous sidings, in order to extract subsidies for rolling stock. The railway beds were never of very high standard, but gradually in recent decades, were allowed to deteriorate to a dangerous condition in order to extort more subsidies for upgrading and double tracking.

These are only a few examples to prove the point that railway companies serve very poorly the interest of the national economy. The CPR is devoted to serving the interests of its shareholders and to show "profit" at all costs. The CNR a crown corporation, whose implied obligation is to serve the whole nation, cannot do so under present rules which are tailored to "private enterprises" and the profit motive. Come to think of it, sometimes it manages to outdo the CPR in mismanagement. The worst example of it is a waste of millions of dollars on an idiotic, shameless, self-glorification on TV advertising. Also, its involvement in mining, hotels and other sidelines has nothing to do with railway service. The reason for all those, and many more too numerous to mention, shortcomings is a logical result of the original misconception that the railway could be run as any other private enterprise. The profit motive is very effective and a legitimate concept in most areas of economic activity, but there are some exceptions, in which it is either unworkable or counterproductive. Among them are: education, health and hospital care, road and highway systems, and definitely the railway transport.

Obviously, the staunch defenders of "free enterprise" will cry wolf. "This is socialism" yet they do not cry "socialism" in regard to public road

systems, which are built and maintained by the governments, paid for through taxes and are in direct and unfair competition with the railways. How is it possible the Greyhound can provide faster and cheaper passenger service using much more expensive equipment, which is also several times more expensive to operate? Because Greyhound is heavily subsidized by the taxpayer, by being provided with good quality highways for a token of the licence fee which would hardly pay for snow removal, never mind the capital cost of building the highway, which is much higher per mile than the cost of building the railway.

When the railways refused to provide the passenger service and a crown corporation, Via Rail took over. It was charged by the railways not only for the operating cost (which was inflated to provide for profit), but it also had to pay for the rent of the railway bed and of the right of way! While the Greyhound bus could travel on practically rent free highways, with an average speed of 90 km/hr, the Via Rail train could only make about half that speed on a spongy, rickety railway track.

The same can be said about trucking, especially the long distance freight hauling. Semi-trailers are clogging our highways, loaded not only with perishable goods and high cost merchandise, but also with all kinds of low cost bulk freight. An undeniable proof of gross inefficiency of the railways is the fact that the trucking industry is able to compete in such fields as hauling wood chips on long distances. A couple of years ago when Sweden did buy a considerable amount of wood chips from B.C. whole truck fleets were hauling them to the port of Roberts Bank from such distant points as Lumby, B.C. (600 km) and Blue River B.C. How to explain this phenomena, when railway transport is much more efficient energywise, and when a separate driver is needed for every 30 tonnes truck load, while a 1000 tonnes train could be run by two or three people?

A smooth, fast and inexpensive railway service would drastically reduce the cost of goods manufactured in central Canada and sold in the East and in the west, it would maintain a reasonable return to our farmers as well as reduce the transportation costs of all other exports, making them more competitive and more profitable to the producers. It would not only benefit the national economy, but it would also reduce regional disparity and therefore contribute to the national unity.

Can this rosey dream be achieved under the present system? Definitely not! The present system, despite ridiculously high freight rates, cannot generate enough revenue to maintain itself. It constantly runs to the government for more subsidies, but in order to obtain them, it has to make obvious that a disaster is imminent, therefore an element of disincentive is built into the system: the more efficient--the less eligible for subsidy and viceversa. The profit incentive is not conducive to promote a long term investment, as for instance, in a high quality railway bed, because it tends to affect adversely the short term profit picture. There seems to be an effort to operate on a minimum input of the capital, in order to maximize the profit ratio, risking even the safety margins.

I have no access to relevant statistical data, but I strongly believe that in Europe where the railways operate as national systems, the safety record is much higher than in Canada or the USA especially the derailments caused by faulty tracks are practically unheard of in Europe. On this continent they are of epidemic proportions. The main reason for it is the appalling state of disrepair of our railway tracks.

The progress of technology in the last century was of astronomical proportions, but somehow, it almost completely bypassed our railways. The spike, a key component, that literally holds the train on the tracks is exactly the same as it was 100 years ago. Such a backward, underdeveloped country as Poland did use woodscrews instead of spikes on its railways, at least in critical spots such as around rail joints and on switches, as long as fifty years ago. I have seen German railways during the war; rails bolted down to steel ties, laid on a thick bed of crushed rock. In Belgium, I have seen rails bolted down to reinforced concrete ties.

On my recent drive from Vancouver, I stopped on the north shore of the Fraser River, between Agassiz and Hope, to take a look at the CPR track. I examined eight rail joints in a row, and to my horror found the spikes on each side of every joint sticking up two inches or more. For such gross negligence of public safety in Europe, someone would be fired or even put in jail, but not in Canada, because it is not the negligence of a local roadmaster, but of the Board of Directors in the head office in Montreal, who are above the law. If it is a common occurrence on such main thoroughfares as the Fraser Canyon, then it cannot be much better right across the country--from sea to sea!

I hope that enough has been said about the shortcomings of our railways to show that the present system is unworkable. The question is: What to do about it to change it for the better?

The latest move of the federal government to pour additional billions of public money in subsidies, is a traditional band-aid approach, which will not help much. Abolishing the Crow rates and gradually relocating the main burden of the cost on the Canadian grain farmer is unfair, and outright dangerous to the future, not only of the farming community, but of the whole country. The farming population constitutes less than 15% of the total and the grain farmers, a fraction of that, therefore they have not the numbers to be a political influence. The government in power might have come to a misleading conclusion that it can mistreat them without the danger of being defeated by them. I believe that this approach is very dangerous.

The farmers have innumerable adversities to content with. The climate, weeds, bugs, high interest rates, high operating costs and unpredictable world grain prices. They have a hard enough time as it is. If any more burden is piled upon their shoulders, they may just give up as they did in communist countries, where they were treated as dirt. The result of it is for all to see. Countries with an abundance of good arable land, fair climate, that used to be the main exporters of agricultural products became agricultural

disasters that cannot feed themselves. The farmers, in general, are a very dedicated, hard working kind of people but to assume that they will produce under any condition is very dangerous because that is exactly what the communists did assume.

It is inevitable to subsidize the railways, at least to the extent that the highway transportation is subsidized, that is, to provide them with good dependable railway tracks at the expense of all Canadians, not just the farmers or other minority groups. But any massive subsidy like this has to be applied in such a way that it will reflect in lower freight rates, faster more efficient service for the benefit of the whole country. Of course, it cannot be achieved under present dual, private non-private system.

The only logical answer could be one universal national railway system, operated as a Crown corporation responsible to the government. Of course, this brings up the question of how to nationalize the CPR! How to break the taboo that no one, the royal commissions, the politicians on the right, left and centre nor the learned economists have the guts to even mention. Taboo is Taboo!

In order to bring some sense in it lets go back some 100 years and try to refresh the memory--how it all started. Canadian Pacific was built from money raised as share capital or loans mainly in England. The right of way was provided free of charge by the Government of Canada, in addition to its tracks of potential agricultural land, millions of acres of mineral rights, as well as other millions of acres of timber rights, were bestowed on CPR as a part of the deal for providing an efficient railway service including a fixed rate for shipping of prairie grain. The company built the railway and operated it to the best of its ability, building up gradually its vast business empire on the endowments received under the railway deal, but running them as separate business entities under several subsidiary companies. While it did reap vast profits from its subsidiaries, it did not apply any of them toward the railway improvement or modernization.

Gradually a paradox emerged, a poor starving parent company, the CPR, running constantly cap in hand to the federal government for handouts, while its subsidiaries which originally were meant to be part of the deal, could not be touched for any of the profits. The CPR skill in separating the profitable from the unprofitable did not end there. It began to apply these skills to the railway operations. The passenger services express, branch lines were chucked out and now the Crow rates are under attack as unprofitable.

My humble suggestion is that the federal government should propose to buy out the railway operations for one dollar flat and thereby release the poor company from unbearable burdens. As a token of an appreciation of the past services, the CPR should be allowed to keep its real estate, its mines, plains, sheep, hotels and other properties except the railways and everything directly belonging to them. It is about time for Canada to throw off this

colonial parasite off its back and take over effective control of its railways as a vital sector of its economy.

The obvious advantages of the operation as one unit is in the first place, abolition of duplication. Savings of billions of dollars can be achieved on the stretch from Kamloops to Vancouver alone, which could be changed almost overnight to a double track operation, because two tracks are in place already except that they are operated separately as two single tracks, CPR and CNR with all the resulting inefficiency. No doubt that large savings could be realized right through the system including the abolition of one set of management.

While heavy subsidies will have to continue, they will be applied for the benefit of the whole national economy instead of for the benefit of the CPR shareholders.

The main thrust of the policy should not be to make profit (who makes profit on the highways?) but to provide efficient inexpensive railway service by which the whole national economy will profit.

The CPR cannot hold for ransom 25,000,000 Canadians forever. After all, there was the Hudson's Bay Company before there was a Canada, now it is known just as the Bay and the Canadians are no worse off because of it. Perhaps it is the ripe time for CPR to become just CP and the Canadians will definitely benefit by it.

Respectfully submitted:

(Original signed by)

IVAN SHUMUK,
11109 Kalamalka Road,
Vernon, British Columbia
V1B 1L8

July 1983

APPENDIX "TRPT-254"

(TYPED FROM HANDWRITTEN LETTER)

Box 58
MacGregor, Man.

July 29, 1983

TO WHOM IT MAY CONCERN

There can only be one stand on the Crow rate. IT IS NOT BARGAINABLE.

To tamper with the crow rate and take it off or out of statute will drastically change the make up of the farming community in Canada.

Admittedly the rate charged in the 1800's does not seem to be fair to day all the cards are not on the table. Last week I counted a train of 117 cars, all hoppers, none with a RR logo. Time was when it was 30 cars or so and each held half the amount, these were also owned by the RR. Perhaps if factors like this were taken into consideration the Crow rate is not so bad.

Last year the CPR stopped double trading in mid season, they were out of money. Government money that is. Their annual report showed a profit of millions of dollars, but why put it into construction when the farmers and the Canadian Government will build the track for you. Again the two milk cows were to be called upon.

At present it costs me a twenty dollar bill to ship a trackload. If the rates are to increase 5 fold this goes to one hundred dollars, or an increase to 25% of the gross value of a load of wheat. Not an appealing prospect.

If after a thorough accounting of the rail system's assets and liabilities both domestic and offshore, a disclosure of all holding companies, Shell companies and other means of insulating their holdings from rail lines, (the concept of a diode would be more fitting than insulation because a diode allows flow in our direction only), then and only then should a rate increase be considered. That increase to be borne by the taxpayer as western grain is the largest foreign exchange earner we have, and as such is a benefit to all Canada.

Even then the statute in which the Crow rate is enshrined should remain intact. A repeal of that statute opens the door to much easier manipulation of the Canadian Government by Canada's largest company the CPR and one of the largest railways in the world the CNR.

Mr. Trudeau assured us in the spring of '81 that the Crow would not be changed unless the West was in agreement.

I, for one, disagree.

Lyall W. Stone

APPENDIX "TRPT-255"

CHANGING THE CROW RATE
CANADA CAN'T AFFORD ITS IMPLICATIONS

Jim Thompson
Economics of Agriculture
22:273

In recent years questions over the present grain handling and transportation systems have culminated in the Crow Rate issue. The Crow's Nest Pass Rate, better known as the Crow Rate, is a special rail freight rate that Western Canadian farmers pay on the transportation of grain and flour to Churchill, Thunder Bay, and British Columbia ports. These rates were set by statute on figures originally determined in 1897 in a deal between the Canadian Pacific Railway and the Canadian Government.¹ Ever since it has been an integral part of Western Canadian Agriculture and consequently Canada's national economy. In February 1982 federal Transport Minister Jean-Luc Pepin, in a policy statement, announced the federal government's intention to replace the Crow Rate. Thus the basis for contention in this issue has polarized between those groups who support the federal government and want to replace the Crow Rate, and groups who want to retain it. It should be clarified that some groups believe change in the Crow is necessary but support the status quo over the federal government's current proposals; while other groups believe the Crow is non-negotiable and have other alternatives to improve the grain handling and transportation system. The decision to change or retain the Crow will have an enormous impact on how Western Canadian Agriculture develops in the future. The thesis of this essay is that Canada cannot afford the socio-economic short and long-term effects of changing the Crow Rate. The following essay

¹S. N. Kulshreshtha and D. G. Devine, "Historical Perspectives and Propositions on The Crownest Pass Freight Rate Agreement," Canadian Journal of Agricultural Economics, Vol. 29, No. 2, July, 1981, p.76.

shall support this thesis by briefly examining the historical background of the Crow Rate, the present controversy, current proposals of the federal government, and the reasons why some want it changed; and then discussing the reasons why it should not be changed, the interrelated long term implications of changing the Crow Rate, outlining the groups supporting retention of the Crow, and a conclusion.

Historically the Crow Rate has long played a significant role in the development and growth of Western Canadian Agriculture. After Confederation in 1867 the Canadian Government worked on uniting and building Canada as a nation by following the outlines of a National Policy. The three major policies followed were the development of "all Canadian transportation, Western settlement and industrialization by protective tariffs."² The immigration to and subsequent settlement of the West to a large part depended upon the building of railways for a transportation system. The Canadian Government assisted private enterprise in building the railways through subsidies that included "A subsidy in money of \$25,000,000 and in land of 25,000,000 acres, sections of the line built by the government valued at nearly \$38,000,000, and a monopoly of Western Canada for twenty years."³ The development of the West prevented United States expansion into the area, and created a hinterland of resources and a market for eastern capital. By 1897 high freight rates were hampering the growth of settlement and agriculture on the

²Donald V. Smiley, ed., The Rowell/Sirois Report/Book I, Toronto: McClelland and Stewart, 1970, p.162.

³Harold A. Innis, Problems of Stable Production in Canada, Toronto: Ryerson Press, 1933, p.24.

prairies. As written by Hedges,

It was in the years immediately following 1896 that certain basic conditions essential to the successful settlement of western Canada became favorable. The first of these was a railway or, more specifically, a favorable ratio between the price of wheat and the cost of transportation.⁴

This along with other factors brought together the railways and Canadian Government to make a deal. In 1897 the Canadian Pacific Railway (CPR) and the Canadian Government signed the Crow's Nest Pass Agreement. The Government agreed to grant a subsidy of \$11,000 per mile to the railway to help build a new line from Lethbridge, Alberta through the Crow's Nest Pass to Nelson, British Columbia. In addition the CPR received a grant of land from British Columbia that has been shown to hold "proven reserves of coking coal now worth \$4.2 billion."⁵ In exchange the CPR agreed to lower its freight rates which involved,

(a) a reduction in perpetuity of three cents per hundred pounds on grain and flour from points on Canadian Pacific lines then existing in the West to Fort William and points east thereof, one-half of the reduction to be effective by September 1, 1898 and the balance by September 1, 1899...

(b) a reduction in perpetuity of varying percentages on certain commodities from points on Canadian Pacific lines then in existence in Eastern Canada to points on Canadian Pacific lines then in existence in the West. The specified commodities included such items as agricultural implements, all kinds of wire, iron, nails and spikes, binder twine, roofing and building paper, window glass, paints and oils, and furniture. The reductions varied

⁴James B. Hedges, Building the Canadian West, The Land And Colonization Policies Of The Canadian Pacific Railway, New York: Macmillan, 1939, p.126.

⁵"Pepin Letter To Prairie Producers Distorts Facts - NFU," Manitoba Co-operator, April 8, 1982, p.13.

from 10 to 33 and 1/3 per cent, and were commonly of the former figure: they were to be made effective by January 1, 1898.⁶

Canada and the CPR gained a number of advantages from this agreement which included that "it secured the B.C. mining ventures for Canadian development, it accelerated western settlement and wheat export, and it provided and expanded market for goods manufactured in Central Canada."⁷ It is important to realize that this agreement was a continuation of National Policy, as Fowke wrote,

The Crow's Nest rate reductions as a group, therefore, were clearly directed toward the furtherance of economic development in the prairie region and toward the linking of that development with the eastern Canadian economy. This is the basis on which the Crow's Nest Pass Agreement, which embodied these rate reductions, must be recognized as a further step in the implementation of the national policy.⁸

In January of 1902 the Manitoba Government had the Canadian Northern Railway in Manitoba lower its rates below that of the Crow Rates.⁹ In 1903 the CPR met this competition by lowering its rates as well. These rates carried on until 1917 when the railways applied to the Board of Railway Commissioners for a 15% increase in rates under the War Measures Act. In 1918 this increase was granted and later on in the same year a further 25% increase was added; out west this included the already granted 15%.¹⁰ These rates were above the

⁶Saskatchewan, Government, Submission to the Royal Commission on Transportation: An Historical Analysis Of The Crow's Nest Pass Agreement and Grain Rates: A Study In National Transportation Policy Regina: Queen's Printer, 1977, p.9.

⁷Saskatchewan, Transportation Agency, The Crow Rate and National Transportation Policy, Regina: Queen's Printer, 1977, p.2.

⁸Saskatchewan, Government, Submission to the Royal Commission on Transportation, 1961, op. cit., p.10.

⁹Ibid., p.37.

¹⁰Ibid., p.38.

Crow Rate and in 1919 a suspension was made to allow these rates to continue until July 1922.¹¹ In 1922 the Crow's Nest Pass Agreement was suspended but the Crow Rates were restored on grain and flour. In 1925 the Canadian Government cancelled the Crow Rates on all commodities except for grain and flour; in addition these rates now included Pacific and Hudson Bay ports and covered all railways, and all lines built after 1897 as well.¹² Ever since 1925 the Crow's statutory grain rates have covered the transportation of,

- i) all grains and flour between the West and Thunder Bay,
- ii) all grain and flour from the Prairies to Westport and Armstrong, Ontario,
- iii) export grain and flour from the Prairies to Churchill,
- iv) export grain and flour from the Prairies to Pacific ports,
- v) specified by-products of the milling distilling and brewing industries, and also of certain feed produce.¹³

The Crow has survived through out this period unchanged although several attempts have been made mainly by the CPR to have it removed.

Few serious attempts were made to have the Crow changed until after World War II. During the 1930's the railways had little to complain about "as freight rates for all other commodities fell drastically in response to depressed market conditions, the freight rates for grain stayed stable. This provided the railways with a handsome profit at artificially high rates."¹⁴

¹¹Ibid., p.38.

¹²Robert Chodos, The CPR, A Century Of Corporate Welfare, Toronto: James Lewis and Samuel, 1973, p.67.

¹³Kulshreshtha and Devine., op. cit., p.76.

¹⁴Terry Pugh, "The Political Economy of the Crow Rate," Union Farmer, October, 1982, p.9.

Often farmers shipping grain found the freight rate charge was higher than what they received for their grain; yet there was not any significant movement asking the rates to be lowered.¹⁵ Since World War II several Royal Commissions have studied the Crow Rate.

In 1951 The Turgeon Commission examined and answered a number of questions on the Crow Rate. It did not find the Crow Rates to be a special gift beneficial to only one area of Canada but rather stated that,

For many years now it has been a recognized factor of Canadian transportation policy that the hardships arising from our necessarily long east-and-west railway haul have been tempered along the way by four great measures of relief: The Maritime Freight Rates Act in the Atlantic Region, the toll-free canals in Central Canada, the competitive transcontinental railway rates at the Pacific coast, and the Crowsnest Pass rates in the Prairies.¹⁶

With regards to increasing freight rates the CPR had approached the Commission on the grounds that the present rates were hurting other shippers; however the Commission reported that,

On the whole therefore no justification can be found for the statement that the exemption of the Crowsnest Pass Rates causes an undue burden upon shippers as a whole or upon any particular class of shippers. The application made for their increase based upon this argument cannot be entertained.¹⁷

In addition because the railways had claimed the shippers were suffering the most the Commission felt that "This statement implies that there is really not much to be said against these rates in respect of their effect upon the railways."¹⁸ The com-

¹⁵Saskatchewan, Government, Submission to the Royal Commission on Transportation, 1961, op. cit., p.41.

¹⁶Ibid., p.44.

¹⁷Ibid., p.44.

¹⁸Ibid., p.45.

mission also felt that Parliament should retain control over freight rates because they felt it was necessary to look upon "Western Canada's production of grain for export as an industry requiring special consideration in the national interest."¹⁹

In 1961 the Macpherson Commission took a different approach to looking at the freight rate question by studying how much the railways were losing because of low grain rates. They recommended that producers should continue to benefit from the Crow Rate but that the railways should be subsidized by the government for their losses.²⁰ Many people regard the period just after the Macpherson Commission as a turning point because began to "consider freight rates separately from land and capital grants to the railways."²¹ Their proposals of subsidies were not followed however and the Crow Rate was adopted into the new National Transportation Act in 1967.

The groundwork for the present push to end the Crow was laid by, then Minister of Transport, Otto Lang. In the early to mid 70's Lang announced his plans to eliminate the Crow and started the forming of coalitions between the railways, commodity groups, and agribusiness.²² Lang's plans met with little success as Western groups organized widespread resistance to his proposals. In 1974 an American economist Carl Snavely headed a one man commission to determine how much the railways were losing by handling grain. The Snavely Commission on the

¹⁹Chodos., op. cit., p.68.

²⁰Ibid., p.68-69.

²¹Pugh., op. cit., p.9.

²²Ibid., p.9.

Cost of Transporting Grain By Rail reported 1974 railway costs in 1976 and later updated results for 1977 and 1980. Snavelly showed substantial losses by the railways in each study. However his figures and methods of finding them have been questioned by various groups.²³

In 1977 the Hall Commission on Grain Handling and Transportation made its recommendations. It believed that Government "must continue to subsidize the transportation of export grain and that the full cost, as deemed by the Commission on the Costs of Transporting Grain by Rail, must not be imposed on the producer."²⁴ It further suggested that "the difference between the Crow's Nest Rate and the rate determined through costs found by the Commission on the Costs of Transporting Grain by Rail should be paid directly to the Railways, and not to individual farmers."²⁵

During the short lived Conservative Government Transport Minister Don Mazinkowski began a new and continuing trend of government strategy to change the Crow by making it seem like the West wanted it. This attempt founded a new group called the Prairie Farm Commodity Coalition put together by the Palliser Wheat Group.²⁶

The current struggle over the Crow continued when the Liberals regained power. The new Transport Minister Jean-Luc Pepin along with Hazen Argue the new Wheat Board Minister started

²³Barry Wilson, "Crow change will de-people the farms, says Snavelly," Western Producer, April 21, 1983, p.A31.

²⁴Canada Grain Handling and Transportation Commission, Report: Grain and rail in Western Canada, Chief Commissioner: Emmett Hall, Ottawa: 1977, p.336.

²⁵Ibid., p.337.

²⁶Research, Action and Education (RAE) Centre, "Will the Crow go?", Canadian Dimension, Vol. 15, No. 5, April, 1981, p.29.

the process in 1980 by using a so-called "Western Development (Slush) Fund" to sway Western cooperative groups by offering them a part in the oil business in exchange for their support on negotiating the Crow.²⁷ The Saskatchewan Wheat Pool, for example, changed to a position of the Crow being negotiable, as had the Western Agricultural Conference earlier in the year.²⁸

In Winnipeg on February 8, 1982 Pepin announced the governments intention of changing the Crow Rate. A consultation process headed by economist Clay Gilson was to take place to negotiate a package among the railways and farm groups.²⁹ On June 28, 1982 Gilson's Report was released and received with dissatisfaction by various farm groups. On February 1, 1983 Pepin announced the government's plan for implementing Crow change. His proposals only intensified the opposition which had since gathered to prevent Crow change. Since that time Pepin has made a number of changes in his plan in an attempt to gain support, but they have had little effect. Pepin is likely to introduce this controversial legislation into Parliament some time in the next few months.³⁰

The current package accepted a lot of Gilson's Report, it includes,

...a four year, \$3.7 billion spending commitment from the federal government: a promise by the two national railways that they will invest \$16.5 billion in the rail system by 1992; creation of a new Grain Transportation Authority in Winnipeg to monitor and enforce performance standards set for the railways; and a program of research

²⁷Ibid., p.30.

²⁸Ibid., p.31.

²⁹Adrian Ewins, "Stories galore in 3 years of stalking the Crow, Western Producer, February 3, 1983, p.A5.

³⁰Barry Wilson, "The Crow package: what Pepin has in mind," Western Producer, February 3, 1983, p.1.

and incentives to develop agricultural and industrial growth across the country.³¹

Supporters of Crow change have suggested a number of reasons why they want it changed. The Gilson Report summarized these as,

The producers, too, have incurred many indirect costs and disadvantages. The costs to producers of a deteriorating rail system (particularly evident during the decade of the 1970's), have been deferred export sales of grain, costly demurrage charges and increased storage costs on the farms. In addition, the statutory grain rates have led to an adverse impact on the canola-crushing and livestock industries on the Prairies.³²

Through change supporters of the governments Western Transportation Initiative believe all the present grain handling and transportation problems will be solved. The government claims that their plan will "strengthen and diversify the Canadian agricultural economy. The revised freight rate structure will remove disincentives to livestock and specialty crop production and food processing in Western Canada."³³

There are a number of interrelated reasons why the Crow Rate should not be changed that far outweigh any benefits that may occur from change. To start with it is highly questionable whether many of the governments outlined benefits will actually result from Crow change. As stated by Leo Kristjanson "The problems inherent in the grain handling and transportation system will not be solved by abolishing the Crow Rate."³⁴ Up until this point the railways have been "holding the Crow up for ransom

³¹Ibid., p.1.

³²Canada, Western Grain Transportation, Report on consultations and recommendations, by J. C. Gilson, Ottawa: 1982, p.32.

³³Canada, Government, Western Transportation and Complementary Initiative, (Highlights), Ottawa: 1983, p.1.

³⁴Pugh., op. cit., p.8.

by allowing their branchline network and rolling stock to deteriorate. In effect...capital has been on strike in an effort to force the elimination of the Crow Rate."³⁵ Higher rates do not necessarily mean the railways will fix their system because they have a "captive market."³⁶ It should seem evident that

It's more profitable for these companies to invest their returns in other ventures than it is to funnel them back into upgrading the rail network. Moving grain is a splendid way for railways to make money with a worn-out system; they've been operating in a "going out of business" fashion for years, why would they change now?"³⁷

The government also claims that the livestock industry in the West will boom and export sales will increase. They ignore poor livestock prices and the probable effect of increased import tariffs on Canadian agricultural products. Many contend that the elimination of the Crow will do little and that projected increases are over-estimated.³⁸ An American consulting firm Chase Econometrics who did a study analyzing what would happen if the Gilson report was implemented suggests livestock will only rise a little in the short term.³⁹

Farmers are already in the midst of tough economic times (facing increasing costs, high interest rates, and poor prices) and simply cannot afford to pay more to ship their grain. Farm bankruptcies are occurring at an increasing rate; the National Farmer's Union has estimated that in Manitoba as much as 25% of farmers are in serious financial trouble. In the past the Crow Rate acted as a stabilizer for the farmer whose input

³⁵Ibid., p.9.

³⁶Ibid., p.9.

³⁷Ibid., p.11.

³⁸H. G. Coffin, "Western Canadian Agriculture to 1990: Blueprints or Mirage?", Canadian Journal Of Agricultural Economics, Vol. 29, No.2, July, 1981, p.130.

³⁹Union Farmer, "Study adds fuel to Crow rate debate," November, 1982, p.5.

costs were rising and whose produce sold for fluctuating prices. Western Agriculture is predominantly an export industry and the Crow Rate allowed farmers to compete in a world market.

Abandoning the Crow will lead to a centralization of the grain handling system and rural depopulation. In this sense Government, railways, and agribusiness are attempting to get rid of all the orderly marketing methods "to clear the way for highly centralized, capital-intensive agricultural patterns."⁴⁰ As Emmett Hall suggests once the Crow goes the Canadian Wheat Board is next. These mentioned groups will benefit from plans that will change the West from "a relatively decentralized system of land ownership based on family farm operations to a highly-centralized and concentrated system of factory farms."⁴¹

Changing the Crow will end the concept of fixed rates and equal rates for equal distances. Variable rates will allow the railways to abandon more expensive lines and force farmers to haul grain by trucks long distances to large inland terminals.⁴² Economist Carl Snavely says the inevitable result of removing the Crow Rate will be "fewer family farms and a more centralized grain handling system."⁴³

Most studies have concerned themselves over how much money the railway is losing and ignore the farmer. A study done by Fleming and Uhm suggests that,

⁴⁰Pugh., op. cit., p.8.

⁴¹Ibid., p.8.

⁴²Bob Phillips, "Open door to variable rates serious blow for producers," Western Producer, March 31, 1983, p.A6.

⁴³Wilson., Western Producer, April 21, 1983, op. cit., p.A31.

The payment which the producers receive for their export grain is net of rail and primary elevator charges; therefore, an increase in the rail rate will have the effect of reducing the producers' average revenue rather than increasing operating costs. Branch line abandonment, on the other hand, will have the effect of increasing costs because delivery costs will be increased as the producer is forced to truck his grain a longer distance.⁴⁴

One important finding of their study is that the "net income position of smaller producers would be more seriously affected by freight rate and branch line rationalization proposals than that of larger producers."⁴⁵ Meeting these increased costs could mean farmers will be forced into a trend of "monoculture and specialization to the long-range detriment of the soil."⁴⁶ Changing the Crow will eventually effect everyone, for example in the taxes needed to repair roads after increased truck use. As Darlene Henderson Women's President of the National Farmers Union said,

With the decline in farm income, rural towns and villages will eventually disintegrate as people move to larger centres. Loss of social and commercial services leads to a dramatic decline in the quality of life in rural communities.⁴⁷

The end of the Crow Rate will mean an end to the family farm agricultural system we are struggling to hold on to today.

Many people believe the Crow Rate's retention is a historical committment; part of the Confederation deal for the West. In the past and now it has been in the National interest to keep the Crow Rate, as Brownlee wrote,

⁴⁴M. S. Fleming and I. H. Uhm, "Economies of Size in Grain Farming in Saskatchewan and the Potential Impact of Rail Rationalization Proposals," Canadian Journal of Agricultural Economics, Vol. 30, No. 1, March, 1982, p.2.

⁴⁵Ibid., p.17.

⁴⁶Phillips., op. cit., p. A6.

⁴⁷Pugh., op. cit., p.9.

Settlers were being invited to establish themselves as producers of wheat for export...in the far interior of the continent at a distance of from 400 to 1,200 miles from the primary marketing point at the Lakehead...They needed assurance against intolerably high rail freight costs to the point of transfer to vessel. The assurance for the prospective settler of the future was provided where the Government of Canada and the Canadian Pacific Railway entered into the Crowsnest Pass Agreement of 1897... The statutory grain rates...were designed and...maintained for a national purpose, for the benefit of the whole country. That purpose was to bring into being and to maintain in the prairie area a great industry of growing grain for export. Without such rates, and without a guarantee of their continuance, the industry could not have made the most contribution it has made and continues to make to the national welfare and to the general economy of Canada.⁴⁸

It has been pointed out on several occasions that the CPR was well compensated with all the concessions and grants it has received from government over the years. Instead of wanting more the railways should start living up to their part of the deal and start providing good service. It has also been mentioned that by 1990 grain will only account for 11% of the traffic on the rails.⁴⁹ If the railways are losing money hauling grain the records don't show it. In 1980 Canadian National made profits after taxes of \$192,700,000, and the CPR had profits of \$121,600,000.⁵⁰ (Canadian Pacific Limited made profits of \$583,200,000) It should be realized that "The Grain business on the Prairies is important to the economic health of all Canada. Any costs in subsidizing transportation have been returned to the Canadian people a hundredfold."⁵¹ The

⁴⁸Kulshreshtha and Devine., op. cit., p.76.

⁴⁹"Pepin Letter To Prairie Producers Distorts Facts - NFU," Manitoba Co-operator, April 8, 1982, p.13.

⁵⁰Ibid., p.13.

⁵¹Bob Phillips, "Opposition to Pepin plan worrying Ottawa officials," Western Producer, March 24, 1983, p.A6.

feeling of many Western Canadian farmers are well expressed by an editorial in the Union Farmer which read,

Given the massive amounts of public money that have gone into building the commercial empires of the railway companies, and the highly-profitable nature of their operations, it is reasonable to believe they are stable enough financially to survive without bleeding prairie farmers completely dry by eliminating the Crow rate.⁵²

The whole campaign to change the Crow Rate has been a well orchestrated media manipulation by the Government in which they have made the public think that Crow change is synonymous with solving the grain handling and transportation system problems.⁵³ However as the National Farmers Union emphasizes these are two different things. There are many viable alternatives available to government other than changing the Crow Rate. The NDP for example has proposed a plan which involves,

Using funds available in the Pepin plan to create 485,000 jobs in railway construction, manufacturing, and steel industries;
Keeping statutory Crow's Nest Pass freight rate for grain farmers;
Improving service by railways rather than downgrading and abandonments;
Taking equity shares in return for public investment in the rail system of CP limited;
Ensuring railway upgrading in all regions of Canada; including those areas ignored by Pepin.⁵⁴

Prime Minister Trudeau said that there would be no change in the Crow without there being consensus on it in Western Canada. Over the last couple of years a wide spread

⁵²Union Farmer, "Railways rub shoulders with oil patch heavys," November, 1982, p.4.

⁵³Manitoba Co-operator, "NFW Says Federal Plan Threat To Family Farm," December 16, 1982, p.10.

⁵⁴NDP, Ottawa Report, "Rebuild Railways, keep the Crow," Ottawa: March 11, 1983.

opposition to changes in the Crow Rate has evolved. The groups and organizations that are now supporting retention of the Crow include those in the following list,

Saskatchewan Legislature unanimously
Manitoba Legislature unanimously
3 Prairie Wheat Pools (recent petition of 108,000 names)
National Farmers Union
Saskatchewan Federation of Agriculture
Canadian Federation of Agriculture (85% against change)
Union of Manitoba Municipalities
Saskatchewan Association of Rural Municipalities
Alberta Association of Municipal Districts and Counties
Federal NDP
Many Quebec Members of Parliament
Quebec Provincial Liberal and PQ
Union Des Producteurs Agricole
Cooperatives Federees

In the next few months the future of Canadian agriculture shall be decided by what happens to the Crow Rate. There are alternatives to changing the Crow Rate that will rebuild our grain handling and transportation system. First the Crow must be saved and then "public ownership and social control of the grain handling system" must be taken over to guarantee a goal of service over profits.⁵⁵ Changing the Crow Rate would mean the end of agriculture as we now know it; the end of the family farm and a accelerated move to a capital-intensive agribusiness oriented economy. In conclusion neither the West or Canada can afford the socio-economic effects inherent in changing the Crow.

⁵⁵Research, Action and Education (RAE) Centre and One Sky, (Joint Issue), "Showdown at Crowsnest Pass," October, 1982, p.13.

BibliographyNewspapers

Brandon Sun, several issues between September 1982 and April 1983.

Manitoba Co-operator, January 1982 - April 1983.

Russell Banner, January 1982 - April 1983.

Union Farmer, June 1982 - March 1983.

Western Producer, some in 1981, January 1982 - April 1983.

Winnipeg Free Press, several issues between September 1982 and April 1983.

Books, Pamphlets, and Periodicals

Abouchar, A. An Economic analysis of the Hall Commission report.
Toronto: Ontario Economic Council, 1977.

Agricultural Economics Research Council of Canada. The Benefits and burdens of feedgrain transportation policy. Ottawa: 1970.

Anderson, W. J. "Western Canadian Agriculture to 1990: A Review." Canadian Journal of Agricultural Economics, Vol. 29, No. 2, July, 1981, pp. 109-116.

Britnell, G. E. The Wheat Economy. Toronto: University Of Toronto Press, 1939.

Brown, Robert, Craig., and Cook, Ramsay. Canada 1896-1921, A Nation Transformed. Toronto: McClelland and Stewart, 1974.

Burley, Kevin, H., ed. The Development Of Canada's Staples, 1867-1939: A Documentary Collection. Toronto: McClelland and Stewart, 1970.

Canada. Royal Commission on Transportation. Joint submission of the Government of the Province of Alberta, the Government of the Province of Saskatchewan, the Government of the Province of Manitoba: Crow's nest pass rates on grain and grain products. Ottawa: January, 1950.

Canada. Government. The Crow Rate. Special Supplement to the Brandon Sun.

Canada. Government. Western Transportation and Complementary Initiative, (Highlights), Ottawa: 1983.

Canada Grain Handling and Transportation Commission, Report: Grain and rail in Western Canada, Chief Commissioner: Emmett Hall. Ottawa: 1977.

Canada Grains Council. State of the industry: grain handling and transportation. Winnipeg: 1973.

- Canada, Western Grain Transportation, Report on consultations and recommendations, by J. C. Gilson, Ottawa: 1982.
- Chodos, Robert. The CPR, A Century Of Corporate Welfare. Toronto: James Lewis and Samuel, 1973.
- Coffin, H. G. "Western Canadian Agriculture to 1990: Blueprint or Mirage?" Canadian Journal of Agricultural Economics, Vol. 29, No. 2, July, 1981, pp.117-130.
- Currie, A. W. "Freight Rates On Grain In Western Canada." Canadian Historical Review, Vol.21, March, 1940, pp. 40-55.
- Currie, A. W. "Freight Rates and Regionalism." Canadian Journal Of Economics and Political Science, Vol. 24, No. 4, November, 1948, pp. 427-440.
- Currie, A. W. Economics of Canadian Transportation. Toronto: University Of Toronto Press, 1954.
- Economic Council of Canada. Technical Report No. 15. The Emergence of the Regulatory State In Canada, 1867-1939. By Carman D. Baggailey. Ottawa: 1981.
- Eisler, Dale., and Carlyle-Gordge, Peter. "Bidding farewell to the old Crow." Maclean's, Vol. 96, No. 7, February 14, 1983, pp. 18-19.
- Eisler, Dale. "Real farmers don't eat crow." Maclean's, Vol. 96, No. 11, March 14, 1983, p. 12.
- Fleming, M. S., and Uhm, I. H. "Economies of Size in Grain Farming in Saskatchewan and the Potential Impact of Rail Rationalization." Canadian Journal of Agricultural Economics, Vol. 30, No. 1, March, 1982, pp. 1-20.
- Glazebrook, G. P. deT. A History Of Transportation In Canada. (2 volumes) Toronto: McClelland and Stewart, 1964.
- Gordon, S. E. "Lang braves wrath of grain growers." Financial Post, November 16, 1974, p. C2.
- Gordon, S. E. "Grain farmers are determined to be masters of their freight." Financial Post, June 28, 1975, pp. 28+32.
- Gray, James, H. Boomtime, Peopling the Canadian Prairies. Saskatoon: Western Producer Prairie Books, 1979.
- Harrison, F. "Government not yet ready to go on the Crow." Financial Post, April 26, 1980, p. S6.
- Harrison, F. "Freight-rate fight: Will the Crow meet its match in the Beaver?" Financial Post, August 8, 1981, p. .11.
- Hedges, James, B. Building the Canadian West, The Land And Colonization Policies Of The Canadian Pacific Railway. New York: Macmillan, 1939.

- Hodge, Gerald. "Branch Line Abandonment: Death Knell for Prairie Towns." Canadian Journal of Agricultural Economics, Vol. 16, No. 1, February, 1968, pp. 54-70.
- Hoeschen, S. "Holy crow under attack." Financial Post, April 7, 1979, p. 10 sup.
- Hoeschen, S. "Reactions vary over Pepin's framework." Financial Post, February 13, 1982, p. 3.
- Innis, Harold, A. Problems Of Staple Production In Canada. Toronto: Ryerson Press, 1933.
- Innis, Harold, A. A History Of The Canadian Pacific Railway. Toronto: University Of Toronto Press, Reprinted, 1971.
- Jackson, B. "Would unregulated freight rates work?" Financial Post, March 8, 1975, p. 31.
- Kerr, T. C. An Economic analysis of the feed freight assistance policy. Ottawa: Agricultural Economics Research Council of Canada, 1966.
- Kulshreshtha, S. N., and Devine, D. G. "Historical Perspectives and Propositions on The Crownest Pass Freight Rate Agreement." Canadian Journal of Agricultural Economics, Vol. 26, No. 2, July, 1978, pp. 72-83.
- Lerohl, M. L. "The Canada West Report - Recipe for Western Agriculture?" Canadian Journal of Agricultural Economics, Vol. 29, No. 2, July, 1981, pp. 131-140.
- Mackintosh, W. A. The Economic Background of Dominion-Provincial Relations. Edited by J. H. Dales. Toronto: McClelland and Stewart, 1964.
- Martin, F. Larry., and Devine, D. Grant., and Kulshreshtha, Surendra, N. "Centralized Prairie Grain Collection: Savings Related to Market Efficiency." Canadian Journal of Agricultural Economics, Vol. 26, No. 2, July, 1978, pp. 18-34.
- Mason, Greg. "The Grain Handling and Transportation Commission." Canadian Public Policy, Vol. 4, No. 2, Spring, 1978, pp. 235-245
- Mathias, Philip. "Against The Grain." Saturday Night, July, 1982, pp. 9-11.
- McDougall, John, Lorne. "The Relative Level of Crow's Nest Grain Rates in 1899 and 1965." Canadian Journal of Economics and Political Science, Vol. 32, No. 1, February, 1966, pp. 46-54.
- Morton, W. L. The Progressive Party In Canada. Toronto: University Of Toronto Press, 1950.

- National Farmers Union. NFU Crow Rate Policy, leaflet, 1982.
- National Farmers Union. The Crow and Pepin Reform, leaflet, 1983.
- NDP. Ottawa Report. "Rebuild Railways, keep the Crow." Ottawa: March 11, 1983.
- Nunn, Thomas. "Gilson spreads grain freight costs." Financial Post, July 3, 1982, p. 3.
- Phillips, R. H. D. "Challenge for Growth-An Agri - Food Strategy for Canada: A review from a Western Farm Perspective." Canadian Journal of Agricultural Economics, Vol. 30, No. 2, July, 1982, pp. 107-114.
- Research, Action and Education (RAE) Centre. "Will the crow go?" Canadian Dimension, Vol. 15, No. 5, April, 1981, pp. 24-32.
- Research, Action and Education (RAE) Centre and One Sky. (Joint Issue). "Showdown at Crowsnest Pass." October, 1982, pp. 20-21, 16, 13.
- Saskatchewan. Government. Submission to the Royal Commission on Transportation: An Historical Analysis Of The Crow's Nest Pass Agreement and Grain Rates? A Study In National Transportation Policy. Regina: Queen's Printer, 1961.
- Saskatchewan. Transportation Agency. The Crow Rate and National Transportation Policy. Regina: Queen's Printer, 1977.
- Smiley, Donald, V., ed. The Rowell/Sirois Report/Book I. Toronto: McClelland and Stewart, 1970.
- Studnicki-Gizbert, K. W., ed. Issues in Canadian Transportation Policy. Toronto: Macmillan, 1974.
- "Transportation tirade: between the Economic Council and the Hall report, the West can make a case against the railway rates." Financial Post, June 25, 1977, p. 12 sup.
- Tyrchniewicz, E. W., and Tangri, OM, P. "Grain Transportation in Canada: Some Critical Issues and Implications for Research." Canadian Journal of Agricultural Economics, Vol. 16, No. 1, February, 1968, pp. 85-97.
- United Grain Growers. Submission to the Royal Commission on Transportation: In defense of the Crow's Nest Pass grain rates. Ottawa: September 8, 1960.
- White, Charles, A. "Ambush at Crowsnest Pass." Canada and The World, March, 1983, p. 9.
- Wilson, William, W., and Tyrchniewicz, E. W. "Pricing of Rail Branch Line Services." Canadian Journal of Agricultural Economics, Vol. 30, No. 3, November, 1982, pp. 273-284.

Wood, Louis, Aubrey. A History Of Farmers' Movements In Canada. The Origins And Developments Of Agrarian Protest 1872-1924.
Toronto: University Of Toronto Press, 1975.

Zwarun, Suzanne. "Gunning for a new Crow." Maclean's, March 16, 1981, pp. 29-30.

Zwarun, Suzanne. "A long-sought compromise on the Crow." Maclean's, July 12, 1982, pp. 9-11.

APPENDIX "TRPT-256"

(TYPED FROM HANDWRITTEN LETTER)

Leross, Sask.

July 19th, 1983

Kelliher, Leross, Lestock Joint Committee Presentation to the House of Commons Transport Committee.

Mr. Chairman and Committee Members,

We appreciate this opportunity to present our views on Bill C-155.

The joint committee is comprised of members of interested groups and organizations in the area who are concerned for the survival of the family farm and the towns and villages that service the agricultural community. This committee represents virtually all of the people in and around these three Saskatchewan villages.

While we agree that the rail transportation system must be upgraded we do not agree with the method of financing this upgrading as proposed in Bill C-155.

Our major concerns are:

1. The loss of A FIXED RATE for grain producers, thus increased costs to producers and lost dollars to communities
2. No guarantee of equal rates for equal distance, variable rates would lead to total branch line abandonment and massive losses of rural towns and villages
3. No guarantee that the Canadian Wheat Board powers will not be eroded. The C.W.B. powers should be increased and expanded to include all major grains grown in Canada
4. The idea that the CROW RATE is hindering expansion in the livestock industry and secondary processing. We feel this is an overstated myth!

We would like to expand on the above four points to give reason to our concerns.

1. INCREASED COST TO PRODUCER - LOST DOLLARS TO COMMUNITY

Because we in Saskatchewan have such great distances to transport our grain to sea ports, we feel that the present Crow rate must remain

to enable us to compete with other grain exporting nations.

These nations have their grain supplies much closer to port. Their grain movement to port is highly subsidized (United States, Argentina, Australia) even to a greater extent than Canada. If these countries realize that adequate transportation subsidies are vital to their export of grain, why then should Canada shift the cost of transportation more and more on to the back of the producers.

In recent days the cost price squeeze has forced more farmers out of business than ever before, if transportation costs also go up, how then can we carry on producing grain for export at a loss.

The figures we are about to show could be debated, but we feel they are well within reason of actually becoming the costs producers and communities would have to cover should Bill C-155 be passed.

One example of an average producer's cost and the total cost for producers delivering to Kelliher, Leross, and Lestock, will give you our financial reason for concern.

Our estimation of costs:

Six quarter section farmer - 960 acres (mixed operation)
shipping 15,000 bushels per year

Present cost 15,000 bushels X \$0.13/bushel - \$ 1,950.

Five times present Crow by 1990 -
\$1,950 X 5 \$ 9,750.

An increase in costs of \$7,800 more than most farmers that size could handle.

1983 total handlings Kelliher, Leross, and Lestock - approximately
2,700,000 bushels @ \$0.13/bushel gives a
total cost of \$351,000

Assuming a 3% growth in handlings per year handlings
by 1990 would be approximately 3,300,00. Rate five times
Crow \$0.13 X 5 - \$0.65

3,300,00 bushels X \$0.65/bushel - \$2,145,000.

\$2,145,000 out of producers pocket and not available to circulate in the local economy. We find this totally unacceptable.

The dollars lost in our area would not only have a negative effect on farmers and businesses but also on the volunteer groups and organizations that make up the social fabric of our communities.

Churches, youth groups, women's groups, curling rinks, hockey arenas, the list could go on and on; all of these depend on donations from farmers and businesses, its easy to see their finances would quickly suffer from the dollars lost to increased grain rates.

We feel, that because farmers cannot pass on their cost increases by increasing their grain prices, we must retain the present statutory rate to ensure that the average size family farm remains the primary producer of agricultural produce.

2. VARIABLE RATES WILL DESTROY SMALL TOWN SASKATCHEWAN

The branch line system must be maintained. If grain companies are allowed to offer incentive rates to bring grain to a few (inland terminal) points the branch lines and towns on them will not last long.

Extreme consolidation of the grain collection system will contribute to extra costs for producers. Direct costs, in more fuel and repair bills because of driving longer distances, and indirect cost to producers and all taxpayers, in improving and repairing the many miles of roads that will see double the traffic they now do, will be incurred.

If an inland terminal system is encouraged that will also mean the Canadian Wheat Board as an institution would be threatened, and we would once again be at the mercy of the private grain trade.

3. CANADIAN WHEAT BOARD - GOOF FOR FARMERS - GOOD FOR CANADA

The C.W.B. has done a remarkable job for prairie grain producers. It is highly respected in the world grain trade. Calling for the right grades of grain at the right time and controlling the block shipping system must remain the sole authority of the Canadian Wheat Board. The bureaucracy of the proposed co-ordinating agency is not necessary.

All major grains grown in western Canada should be under the jurisdiction of the Wheat Board. We continue to increase our export volumes and we have the C.W.B. to thank. It appears this bill C-155 would be the first step in a plan to destroy the Canadian Wheat Board.

4. PROCESSING AND SECONDARY INDUSTRY BOOM ?? A MYTH.

The statement, that the Crow rate is hindering processing and secondary industry in Western Canada, is most difficult to understand!

First of all in livestock, all exporting countries are looking for new or expanded markets, Canada is looking to the USA, the USA is looking to Canada, increasing livestock numbers even marginally could be devastating to producers returns.

As far as oilseeds and grains are concerned, import tariffs and protectionist policies of importing countries will make it very difficult to expand exports to those countries. All countries would like to process more themselves, how can we possibly think that Western Canadian processed products could compete effectively enough just because the Crow rate would be demolished. Canada has only a very small percentage of the world edible oil trade and great increases in our share of the world market don't appear likely. Present oilseed prices back up this statement.

Looking to the third world for new markets is impossible as they don't have the cash or credit to pay for more imports.

There are many factors affecting our ability to expand processing and diversify industry, the Crow rate has little effect as compared to all the other visible factors.

5. OTHER ELEMENTS OF CONCERN

The Federal government is calling this a Western Transportation Initiative, why then is all the publicity on the grain rate? Grain at present is around 20 percent of the total rail traffic volume and is predicted by Transport Canada to be about 11 percent by 1990. Many other sectors will benefit from improved rail capacity to the west coast.

The idea of a volume cap for subsidy is ridiculous. To encourage production will benefit the balance of trade, what possible incentive could come from this idea?

Rail mainline capacity is not the only factor in export volumes increasing. Union negotiations both transport and terminal, weather, efficient use of track between the two railways and other factors.

Because of the many negative factors of Bill C-155 we the Kelliher, Leross, Lestock Joint Committee cannot support passage of this bill.

A new plan must be drawn up, to upgrade the rail mainline capacity,

not one that burdens producers with excess costs and threatens the very existence of a way of life in Western Canada.

Why should the railways receive additional funds from producers and government when they are still making handsome profits in recessionary times?

Recommendations:

- (1) Withdraw Bill C-155 from the legislative process
- (2) Research alternative funding arrangements for rail improvements such as:
 - Equity investment by Government of Canada
 - Co-operative ownership of Railways by Canadians

In any legislation certain elements must be dealt with -

- A. Present statutory Crow rate remain
- B. Branch line rehabilitation must continue for small town protection
- C. Variable rates MUST NOT be allowed
- D. All crops should be under the Crow rate
- E. No producer subsidies (direct producer payments)
- F. A feed grains policy must be developed as well that does not discriminate against western livestock feeding

We urge you to consider this presentation carefully and seriously as it comes from those who would be directly affected by the legislation proposed.

Respectfully submitted

Thaddeus P. Trefiak
Chairman, Leross, Sask.

Members of Joint Committee:

- Rural Municipality of Kellross No. 247
- Kelliher, Eastward, Leross, Millersdale, and Lestock Saskatchewan Wheat Pool Committees
- National Farmers Union Local 610
- St. Paul's United Church Women's Group
- Last Touch Regional Youth Council
- Crosthwaite Co-operative Curling Association
- Kelliher Co-operative Association
- St. Paul's United Church, Kelliher
- Town Council of Kelliher
- Lestock Credit Union Board
- Kelliher Recreation Board
- Lestock Co-operative Association
- Lestock Lions Club
- Saskatchewan Landbank Tenant's Association
- Lestock Town Council
- Saint Joseph's Union Hospital Board Lestock
- Kelliher Credit Union
- Eastward Community Club
- Kelliher Legion
- Kelliher Board of Trade
- Parkland Wildlife Federation

(SIGNED)

George Horvath	-	St. Paul United Church
Ron Horvath	-	Sask. Landbank Tenant's
Ralph Kish	-	Leross & Dist. Rec. Board
Louis Szeman	-	Reeve R.M. #247
Ray Hansen	-	Lestock Credit Union Board
Rudy Czemerer	-	Principal Lestock School
Lyle Skelton	-	Kelliher Credit Union Mgr.
L.J. Drayton	-	Kelliher Rec. Board
Thaddeus Trefiak	-	Sask. Wheat Pool Delegate
		District 9 Sub Dist. 1

cc: Les Benjamin
Don Mazankowski

APPENDIX ' 'TRPT-257' '

SUBMISSION TO THE HOUSE OF COMMONS
STANDING COMMITTEE ON TRANSPORTATION ON THE
SUBJECT OF BILL C-155
THE WESTERN GRAIN TRANSPORTATION ACT

PRESENTED AT

VANCOUVER, B.C.

AUGUST 12, 1983

We are an average size farm family on an average size farm. We all work on the farm and attempt to produce a good quality grain. We have been farming for 27 years in the Peace River area. That quality grain is our source of income when it is sold, we in turn purchase our supplies, chemicals, fertilizer, machinery, parts and vehicles locally whenever possible.

Our grain when delivered to our elevator, becomes a Canadian product for resale or trade. We as one family of Canadian farmers have then done our part in aiding Canada as a nation. We have supported our community and country.

Bill C-155 as proposed by the Liberal Government if passed, among other derogatory effects, will force us as producers to pay not only our share of the freight rate to export position but would suggest at least 5 times the present rate by 1990.

We shipped about 200 tonnes of wheat in 1982 and about the same of barley. At the present freight rate our cost was \$2,292.00. At 5 times that rate it will cost us \$11,460.00. This, coupled with the fact that our wheat brought \$162.24 in 1981 and \$132.82 in 1983 and the barley price dropped from \$110.19 to \$95.47. Our cost of production has risen by 150% and we are expected to continue to produce cheap food!

We are the farm family and in light of the proposed Bill C-155 it would appear that we would be the last generation. Who with any sense of dignity could encourage a young generation to go into the farming profession with such lack of consideration being shown by government--In fact, blatant non-support? If Bill C-155 is allowed to pass, we suggest that will dictate the end of the era of the family farm. The present transportation rate must remain in support of the continuance of the agricultural community.

Submitted by a

Peace River Farmer

Ruth Veiner

APPENDIX "TRPT-258"

Committee members, fellow farmers, and guests.

I'd like to thank the committee for this opportunity to voice my opinion on this important issue.

My husband and I have a small mixed farm north of Midale. We farm 5 quarters, 4 of which are rented. We have 12 cows. On an average year we have about 130 tones of grain at a cost of \$650. If the proposed changes of 5 x crow go through we will be paying \$3,250 to ship the same amount.

Considering the trend of grain prices over the past few years, which are by the way projected to drop again this year, it would be highly likely after a few years we could no longer afford to farm.

Other companies that use the railways to transport their products are crying because they pay higher rates than farmers. However they ignore the fact that farmers have no control over the pricing of their grain and they are unable to pass on increased costs to the consumer.

Let's not forget the railway act and the 25 million dollars, the 25 million acres of prime land plus the mineral rights that was given to the railway. Do you mean to tell me that they can't find the funds to upgrade branch lines and the main line. Where is the money going from all that land? Where is the money going from the mineral rights. We know for a fact that some of the land owned by the railway is situated in several of Canada's major cities.

When profits started rolling in they didn't think twice about diversifying land investing in hotels, restaurants, airlines and who knows what else. Now that the railroad is supposedly losing money, and the billion dollar profits are conveniently in other companies, the railways are begging for more money. No matter what argument you give I'll never be convinced the CNR is short of money. The money is there all right, it's just been channelled into the multi-national conglomerate created by the profits of the original railroad. If the government had channelled the profits in the form of equity we would own the railroad by now and it would be working to serve the people of Canada, not to make a profit.

Another thing to consider is the government's apparent concern for the high unemployment in the country. What happens when the small family farms like ours can't bear the extra cost burden. How many more will hit the streets in search of employment, and how many will end up on welfare.

I would hope the Prime Minister will be a man of his word and not let this bill go through, since there does not seem to be a consensus for change.

Janice Vilcu
Box 77
Midale, Sask.
SOC-ISO

APPENDIX "TRPT-259"

FROM: Bill Zettler
Portage la Prairie, Manitoba

The Crow rate in existence since 1897 was to last "to perpetuity". Why then in 1983 is there this sudden necessity for change? Obviously "forever" isn't here yet. It appears that if the government has its way the crow rate will soon be gone forever.

We keep hearing over and over again about a consensus for change in the west. I'd like to know just how this consensus was arrived at. I've heard different leaders of farm organizations make statements that may reflect their personal views and of course the opinion of executors from grain and railway companies has been well aired but who is the guy paying the higher freight rate in the end? The answer of course is the farmer. The farmer has never been asked. Anything as important as a change in the rate the farmer will pay to haul grain should not be decided by those on the outside. A vote should be held to determine if farmers wish to pay more. A vote on this issue is not a favor to the farmer - it's his democratic right. How can a government that has no elected members west of Winnipeg (and only 2 members of the government in the west represent city ridings) pretend to be acting on the wishes of western farmers when in fact the farmers have never asked for any change of rates. No changes should be made unless it is requested by the farmers themselves.

The crow rate was to last "in perpetuity". The federal government's plan to break the crow carefully avoids these words. If the rate is to last forever it should last forever. It appears that the farmers are going to be forced to give up their rate but nothing is mentioned about the rest of the original deal - what are the railways giving up? If the farmers are required to give up a rate that was to last forever it's only fair that the CPR should return the booty it got. If a new rate schedule on grain is arrived at, how many years will this forever last? Furthermore if the agreement of 1897 means nothing then any other agreements giving the railways preferential treatment should be immediately revoked.

The Americans dominate nearly every sector of our economy. They've had their eye on our grain business too. At present canadian farmers can move their grain to port much cheaper than their american counterparts. Doing away with the crow rate is the major step necessary to move to integrating into a continental gathering system. If the crow goes next are the branch lines, the branch line elevators, and sooner or later the Canadian Wheat Board. Pepin has taken on a herodian mentality - do a little tinkering to get this moving into place.

Lastly there is the human cost. Doing away with the crow rate will eventually wipe out another chunk of the farm population. To quote Snavelly whose figures on this subject have been treated like Gods. "Technology is against the family farm so some family farms will be destroyed while others will adapt and come back". He didn't say how. He also mentioned the N.F.U. To quote "The N.F.U. sees the problem very well - Their policy is to save the family farm." The N.F.U. has been one organization that stuck by the farmer on this issue, didn't flip flop like the pools and refused to be conned into the "Gibson process". Their policy which I endorse is to keep the crow. To quote Justice Emmett Hall - "There is no position to take except to adhere through thick and thin, that the crow rate is not bargainable".

Bill Zettler
Portage la Prairie, Manitoba

II - DOCUMENTS SUBMITTED BY ORGANIZATIONS
AND PROVINCIAL GOVERNMENTS

APPENDIX ' 'TRPT-260' '

A C T I O N G R O U P

F O R

C R O W R E T E N T I O N

Box 387, Prince Albert, Sask., S6V 5R7

POSITION BRIEF

Agriculture, Business and Community Working Together

POSITION ON TRANSPORTATION

We, the Action Group for Crow Retention adopt the following position:

It is in the best national interest that the Crows Nest Pass Freight Rate agreement must be retained so as to maintain those provisions of the existing statute that relate to the transportation of grain, and grain products.

The aforementioned position was adopted in view of the following considerations:

- In 1981-82, grain exports contributed \$6 billion towards export earnings.
- Agriculture is the primary industry in Western Canada.
- The Western Grain Industry contributes significantly to job creation in such areas as farming, manufacturing, processing, grain handling, and all other related services.
- The Prairie Region has natural geographic obstacles affecting transportation that place it at a distinct disadvantage when compared to other grain exporting countries. The Crow Freight Rate on grain and grain products lessens these disadvantages.

In view of the fact that Bill C-155 provides for the railways a return on investment in the area of 20%, the Action Group of Crow Retention is expanding its position to also include a return on investment for the grains producer.

The program would work as follows:

Grain Producers would be guaranteed a return on investment of 10% (half what the railways are being guaranteed). This guarantee would be phased in over a period of seven years (by 1990) at approximately 1.4% per year. In prosperous times when farming would generate 10% or more R.O.I., no federal assistance would be necessary. In depressed times when the R.O.I. would be less than 10%, the federal government would provide assistance to make up the different to 10%. Funds for assistance would come from the development of the Crow Coal Reserves at commercial rates.

In return for a guaranteed return on investment of 10% farmers would agree to pay the grain tariffs suggested in the Pepin Plan. The share of the tariffs picked up by the farmer for the first years would be in proportion to the share of the 10% R.O.I. that they would be getting before 1990.

Benefits of the 10% R.O.I. program proposal:

- It guarantees the viability of the grains industry & thus the economic base of Canada.
- It gurantees that farmers will be able to afford future grain tariffs.
- It guarantees the viability of the manufacturers of farm inputs such as machinery.
- It guarantees increased levels of employment in manufacturing.
- It enables farmers and manufacturers to look ahead with a greater degree of certainty so that they can make the necessary investments in capital assets.

THE ACTION GROUP FOR CROW RETENTION

The Action Group for Crow Retention was formed by a group of citizens concerned over the adverse effects that the loss of the Statutory Crow Rate would have on farms, businesses and jobs. It was felt that there was a need to form a grass roots organization that would truly represent the feelings and opinions of those affected. The organization would deal specifically with the issue of Crow Retention and would be politically non partisan.

SUPPORT AND ENDORSEMENTS

JOHN SMITH BAND

MOSKOONY INDIAN RESERVE

1. S.A.R.M. - Saskatchewan Association of Rural municipalities.
2. S.U.M.A. - Saskatchewan Urban Municipalities Association.
3. Government of Saskatchewan.
4. Government of Manitoba.
5. S.G.E.U. - Saskatchewan Government Employees Union.
6. S.F.L. - Saskatchewan Federation of Labour.
7. Grain Services Union.
8. Saskatoon Board of Trade.
9. Prince Albert Chamber of Commerce.
10. City of Prince Albert.
11. City of Saskatoon.
12. City of Regina.
13. City of Moose Jaw.
14. We are currently soliciting support for our position from the following organizations:
 - (a) Canadian Labour Congress.
 - (b) Canadian Federation of Independent Business
 - (c) Canadian Conference Board of Catholic Bishops

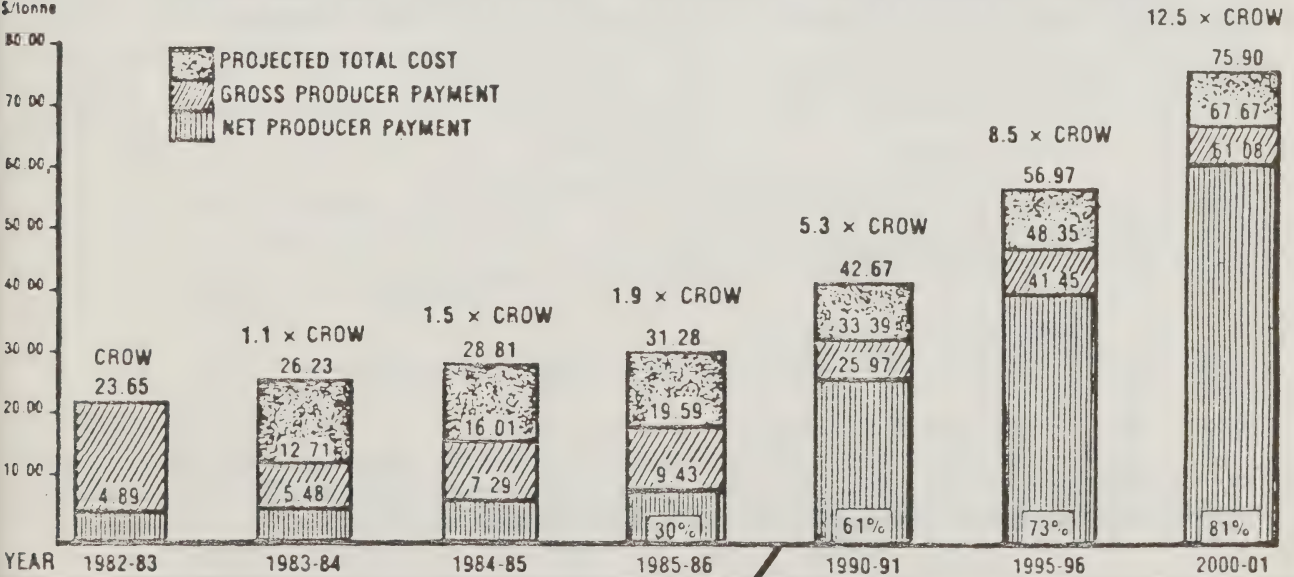
MAGNITUDE OF LOSSES

1. Losses to Saskatchewan Under the Pepin Plan by 1990-91

- Pepin Plan states grain transportation subsidy of \$7.42 per tonne will be paid directly to the farmer.
- Saskatchewan ten year (1971-80) average production of the six major grains (wheat, barley, oats, rye, flaxseed and rapeseed) was 16.7 million tonnes. Source: Stats Canada
- Projected farmer future freight rate by 1990-91 to b 5.3 times Crow or \$25.97/tonne. Source: Alberta Wheat Pool (chart enclosed).
- Present average Crow Rate is \$4.89/tonne.
- Present cost of exporting 16.7 million tonnes;
 $16.7 \times 4.89 = 81.663$ million dollars.
- Cost of exporting 16.7 million tonnes by 1990-91;
 $16.7 \times 4.89 = 433.699$ million dollars.

Loss to Saksatchewan over present Crow Rate;
 $433.699 - 81.663 = 352.036$ million dollars.

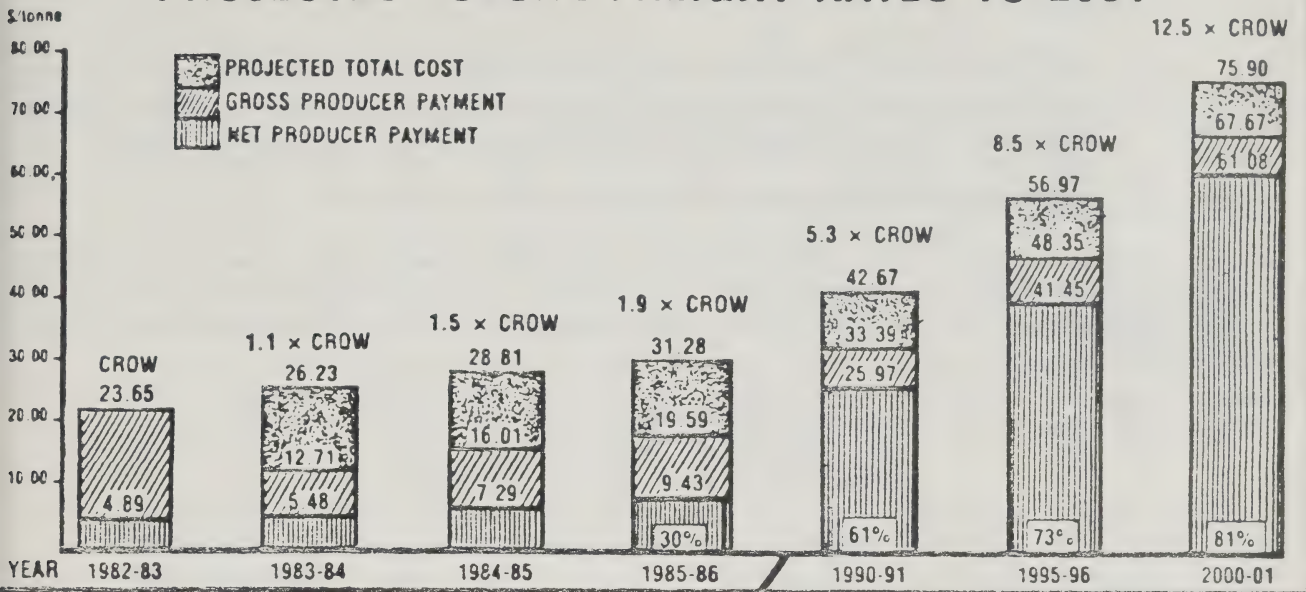
PROJECTED FUTURE FREIGHT RATES TO 2001



2. Losses to Saskatchewan in 1990-91, Farmers Paying \$33.39 Per Tonne (6.82 times Crow). Assuming no transportation subsidy paid to farmers.
- Present cost of exporting 16.7 million tonnes;
 $16.7 \times 4.89 = 81.663$ million dollars
 - Cost of exporting 16.7 million tonnes at \$33.39/tonne;
 $16.7 \times 33.39 = 557.613$ million dollars
 - Loss to Saskatchewan over present Crow Rate;
 $557.613 - 81.663 = 475.95$ million dollars.
3. Losses to Prairie Region Under Pepin Plan by 1990-91 Grain transportation subsidy of \$7.42 per tonne paid directly to the farmer
- 1981-82 export levels 31.1 million tonnes.
 - Present cost of exporting 31.1 million tonnes;
 $31.1 \times 4.89 = 152.079$ million dollars
 - Cost in 1990-91;
 $31.1 \times 25.97 = 807.667$ million dollars
 - Loss to Prairie region;
 $807.667 - 152.079 = 655.588$ million dollars.
4. Losses to the Prairie Region, Farmers paying \$33.39/tonne (6.82 times Crow) Assuming no transportation subsidy paid to the farmer.
- 1981-82 export levels of 31.1 million tonnes
 - Present Cost;
 $31.1 \times 4.89 = 152.079$ million dollars
 - Cost in 1990-91;
 $31.1 \times 33.39 = 1,038.42$ million dollars
 - Loss to Prairie Region;
 $1,038.42 - 152.079 = 886.35$ million dollars.

NOTE: $886.35 \text{ million} \times 4 \text{ years} = 3.545 \text{ billion}$
Under the Pepin Plan, the government proposed spending commitment would be 3.7 billion over the next four years. The government is, in fact, not bringing any new money into the system.

PROJECTED FUTURE FREIGHT RATES TO 2001



AN AWESOME POTENTIAL THREAT

When Alberta Wheat Pool calculated the future freight costs to the year 2000 using the same assumptions as the Department of Transport, people were impressed. The graph above illustrates the growing producers' share of an ever increasing total. It reaches over five times Crow in the crop year 1990-91; it becomes eight and one half times the Crow in 1995-96; and by the turn of the century, a farmer would be expected to assume a net payment amounting to 12-1/2 times the current cost of transporting grain.

- The assumptions which the government made and used in these calculations provide that the producer will pay the first three per cent of an increase in the cost of transporting grain in the years 1983-84 to 1985-86.
- After that two year period, producers will be required, according to the Pepin formula, to pay the first six per cent of any cost increases.
- At all times, producers will pay the full cost of transporting grain over the volume limit of 31.1 million tonnes. The western Canadian grain system is already at that volume. 31.1 million tonnes represents the grain movement for the year 1981-82.

- d) Additional assumptions used after the 1985-86 crop year provide for an annual volume increase of one to three per cent in grain moved by rail.
- e) The method of payment described means the government's share of subsidy in 1983-84, 33 per cent, would go to producers. This would change to 41 per cent to producers in 1984-85 and reach roughly 50 per cent in 1985-86. The fifty-fifty split in regard to the government subsidy would continue beyond that date.

Another method of demonstrating the same trend using exactly the same background material is found in the table below. Projected costs to transport 1000 bushels of grain from an average location starting now and going to the year 2000-01.

Projected Costs to Transport
1000 Bushels of Wheat, Barley and
Rapeseed From a Typical Location

	Wheat	Barley	Rapeseed
1982-83	\$ 133.11	\$ 106.46	\$ 110.91
1985-86	256.69	205.29	213.87
1990-91	706.90	565.37	589.00
1995-96	1,128.27	902.37	940.45
2000-01	1,662.60	1,329.71	1,385.29

WHEN SELLING SEED

Attention seed sellers! The Canada Seed Act states that seed cannot be sold or advertised for sale by variety name nor represented as being 'grown from' a variety name, unless it is pedigreed seed.

The pedigreed seed classifications, Foundation, Registered and Certified, can only be used on seed that has been field inspected by Agriculture Canada and that has been issued a crop certificate by the Canadian Seed Growers' Association, and that has passed government inspection after having been cleaned.

Anyone who contravenes this act is subject to prosecution.

COMMENTS ON LOSSES

- The Railways are being guaranteed 20 - 25% return on equity.
- Farmers are being guaranteed higher transportation costs at a time of declining prices and levelling off of export sales.
- The farmer's cost price squeeze is leading to declining purchases of machinery, fertilizer, chemicals and other farm inputs.
- On a national basis, declining farm purchases of inputs and machinery have already led to massive lay offs of personnel in the manufacturing sector. Increased freight rates can only lead to additional distress and bankruptcies. Declining farm income will in turn shrink government income tax revenues, and at the same time increase the demand for social assistance.
- Increasing Canadian grain shipping charges will eventually make it more attractive to ship through American systems such as those in Duluth and New Orleans. The barge system from Minneapolis to New Orleans is the cheapest way of moving grain.

HISTORY PERSPECTIVE

1. The railways and Confederation.

- Railways played an important role in uniting Eastern Canada into Confederation in 1867.
- Manitoba entered Confederation in 1870.
- The entrance of British Columbia into Confederation in 1871 was conditional on a transcontinental railway being built linking the new provinces to Eastern Canada.
- The new transcontinental railway led to the settlement of the prairie west. In 1905 Saskatchewan and Alberta entered Confederation.
- The Prairie West, being basically land locked, developed a farm economy that depended heavily on economical transportation to transport grain to market and to import Eastern Canadian finished products.
- The intercontinental railway was a prerequisite to Confederation. The benefits were both political and economic.
- The railway was considered so necessary to the national interest that it was built largely at national expense.

2. Subsidies granted to the CPR by the Canadian government to build the intercontinental railway (Completed in 1885) :

a. Land Grants.

- A strip of land 24 miles wide on each side of the railway for a total of 25 million acres.

b. Cash grants.

- By 1885 grants increased to \$63.5 million.

Source:

McINNIS, EDGAR. Canada, a Political and Social History. New York, Holt, Rinehart and Winston, 1960.

- c. Granted 700 miles of railway already built.
- d. Tax exemptions.
 - On farm land for 20 years.
 - On C.P. property in perpetuity.
- e. No competing lines were to be built to the south during the next 20 years.
- f. There would be no regulation of rates until the company earned 10%.

2. The Crowsnest Pass Agreement 1897

- the agreement was to build a branch line from Lethbridge to Nelson British Columbia. The purpose of the line was to tap the mineral rich area of the Kootenay region of British Columbia.
- In exchange for Federal Government subsidies of 3.4 million dollars and 3.75 million acres of land from the British Columbia Government, the C.P.R. agreed to reduce freight rates on all commodities to 1/2% per ton mile. (Crow Rate)
- The statutory Crow Rate as it now exists sets the tariffs for rail transport of the six major grains (including flour) at 1/2 a cent per ton mile. The Crow Rate applies to points west of Thunderbay only. The rate is in statute and can be revoked only by an Act of Parliament.

As Canadians

We always thought
we were in this together.

Our Problem is Your Problem

The proposed Federal changes to the Crow rate will affect every Canadian in one way or another. To the prairie farmer the Pepin freight rate changes could be disastrous. We can't help world prices from falling, but the federal government wants to help keep costs going up. As Westerners, we're justifiably concerned about the province's future and the future of farming. We're fighting the Crow changes tooth and nail because it looks like increased burdens and no benefits. We thought you knew that. Imagine our astonishment and frustration when

On February 21 this year the Government of Canada ran an advertisement in the Montreal Gazette featuring the following headline:

THE CROW GOES

A section of the ad copy goes on to say,

‘‘No. There'll Be No War’’

‘‘The higher transportation costs will prevent western pork and beef producers from becoming more competitive with their eastern counterparts in their traditional markets.’’

The comments are outrageous--the federal government tells the west the Pepin Plan will help the livestock industry and tells the east that it will hurt our industry, a pathetic display of integrity.

Take \$6 billion out of the national economy, destroy a province's purchasing power, and unemployment and economic hardship can grow coast-to-coast. In a nutshell, it could be unnecessary economic suicide for all of us.

Let's Talk Crow

The Saskatchewan government believes we should build on our agricultural potential. The federal government should be providing incentives to grow and export more agricultural produce. The whole nation benefits if Saskatchewan farmers double grain production. Why wouldn't the federal government encourage production, not discourage it? The provincial government has been campaigning on a plan to bring common sense to this issue. Here are some of the points:

1. There must be a 'statutory' rate written into law for grain shipments that protects the farmer from the monopoly power of the railways and runaway inflation.
2. Grain is sold in a competitive world market. There is no Made-in-Canada price for grain of the world market. If our farmers have to build these new freight rate increases into their existing grain prices, they will simply price themselves out of world markets. Ottawa is putting our farmers into a vicious circle of financial insolvency.
3. With falling grain prices and rising costs our farmers are already caught in a cost-price squeeze, yet not only does Ottawa plan to boost freight rates by the huge amounts but the Liberal government also refuses to drop high taxes on farm fuels and other costs.
4. The federal government wants our farmers to diversify their crops but then refuses to allow new crops to come under the freight rate plan and benefit from what little subsidies will be left.
5. Ottawa has also imposed a limit of 31 million metric tonnes on traditional grains that can be shipped under the much diminished subsidy rates. The Liberal government encourages our farmers to grow more, but then penalizes them when they do.
6. And talking about that subsidy, one of the carrots Ottawa is using to tempt people to accept the new proposals is a \$651 million a year carrot that isn't nearly so tasty when looked at carefully. This subsidy, not linked to inflation, will be quickly eroded and will soon become inconsequential.
7. The federal Liberals seem to think they are doing Western farmers a favour by

APPENDIX 'TRPT-261'

BOARD OF DIRECTORS

MACPHERSON PRESIDENT
PATCHING 1ST VICE PRES
BRAITHWAITE 2ND VICE PRES
DAVIDIUK
RIDDLE
GRAHAM
LIVINGSTONE

ALBERTA WHEAT POOL



MAOILL CHIEF EXECUTIVE OFFICER
RIDDLE CORPORATE SECRETARY

BOX 2700 — 505 - 2nd STREET S.W., CALGARY, CANADA T2P 2P5

TELEPHONE 290-4910 • TELEX 038-216-43

September 21, 1983

Miss S. Sirpaul
Secretary
Standing Committee on Transport
Parliament Buildings
Government of Canada
Ottawa, Ontario
K1A 0A2

Dear Miss Sirpaul:

On reviewing issue number 109 of the recommendations in the Standing Committee's proceedings I note on page 34 a request that Alberta Wheat Pool file with you its so-called terminal charges on a historical basis. I regret that this material did not accompany my letter to you of August 12th, which did supply the other material requested. The oversight is my responsibility.

Please note that the grain industry files, with the Canadian Grain Commission under the heading 'Receiving, Elevating and Shipping', the tariffs which I believe are of interest to the Standing Committee. A number of additional tariffs are filed annually which do not apply to the majority of grain handled through the terminal. These include such items as additional charges for receiving from trucks; drying of damp, moist and wet grain, drying of tough grain, etc. Tariffs are filed separately for each of the ten grain commodities including wheat, oats and barley, rye, rapeseed and flax. Sunflowers and soybeans are presently also included. In order to make the table intelligible; the Alberta Wheat Pool receiving, elevating and shipping tariffs filed for Vancouver in the crop years 1974/75 to 1983/84 inclusive; are being supplied with three generalizations:

(a) In years when a modification to the original intention was put into effect (customarily by September 1st), the figure which applied throughout the crop year is used.

(b) All years have been translated to metric tonne units and fractions of a cent have been changed appropriately.

(c) Figures are supplied for wheat, barley and rapeseed. They are available for the other grains mentioned, if they would be useful.

PRINCIPLE ALBERTA WHEAT POOL TARIFFS AT VANCOUVER TERMINAL
BY YEAR AND GRAIN - IN DOLLARS PER TONNE

YEAR	WHEAT (INCLUDING DURUM)	BARLEY	RAPESEED
1974/75	\$1.79	\$2.24	\$3.25
1975/76	1.97	2.47	3.47
1976/77	2.25	2.80	3.60
1977/78	2.25	2.80	3.60
1978/79	2.75	3.45	4.40
1979/80	3.00	3.80	4.80
1980/81	3.15	4.00	5.05
1981/82	3.45	4.40	5.55
1982/83	3.90	4.95	6.10
1983/84	4.09	5.19	6.40

In summary, the tariffs at port terminals appear to have advanced at an annual rate of somewhat less than ten per cent annually since 1974/75. Tariffs filed by competing companies are often quite similar, though not identical in all cases.

Yours truly,

(Original signed by)

A. W. Beattie, P. Ag.
Director of Public Relations

AWB/las

APPENDIX "TRPT-262"



The Canadian Federation of Agriculture

111 SPARKS
OTTAWA, ONTARIO
K1P 5B5

TELEPHONE
(613) 236-3633
(613) 236-9997

July 7, 1983

Miss S. Sirpaul,
Clerk of the Committee,
Standing Committee on Transportation,
House of Commons,
Room 514 - 180 Wellington St.,
Ottawa, Ontario
K1A 0A6

Dear Miss Sirpaul:

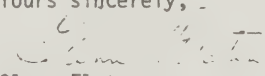
This letter is in response to your enquiry as to whether the Canadian Federation of Agriculture would be appearing before the Transport Committee on Bill C-155. It would be appreciated if its contents could be communicated to the members of the Committee.

At its Annual Meeting last February the Federation adopted the following resolution by a substantial majority:

"That the Canadian Federation of Agriculture request the Federal Government to work for a solution for grain transportation, other than the federal policy announcement of February 1, 1983, which would be neutral in terms of its impact on the competitive capabilities of the various regions of Canada, and which would include among other things the principle of payment of the railway revenue shortfall directly to the railways."

Following the Annual Meeting the Board of Directors decided that, in view of the sharp and strongly held differences of view that nevertheless exist within our organization structure on this issue, the Federation should communicate the content of the resolution to the government but would not as an organization play an active advocacy role in the complex ongoing debate which evidently was in prospect. It was felt that the interests of all our members, and of our organization itself, would be best served by our associated organizations pursuing their own representations and consultations in an ongoing way. It is in line with this directive of the Board that we will not appear, contenting ourselves with this communication.

Yours sincerely,


Glenn Flaten,
President

GF/bw

APPENDIX ' 'TRPT-263' '

CANADIAN PAPERWORKERS UNION CLC - LOCAL 1120

PRINCE ALBERT, SASKATCHEWAN

Brief

to

The House of Commons Committee on Transport

on

Bill C-155, The Western Grain Transportation Act

Throughout Canadian history railways in this country have enjoyed a favoured position both with respect to grants of public money and other benefits and also with respect to the monopoly powers enjoyed in many areas of the transport business over considerable periods of time. In addition the railways have also been able to expand their operations into other fields of activity, partly as a result of the benefits received from the public purse, such that they have become corporate conglomerates with activities far beyond the scope of providing transportation services.

Since the major railway companies have extended the scope of their activities beyond transportation it would be reasonable to think that they had done everything within their powers to ensure that their transportation services were adequate for all regions of Canada served by them. Such is not the case. Prince Albert and northern Saskatchewan provide good examples of the failure of the railways to provide needed services and attempts have been made by them to curtail services which have been in place for some years.

For example the City of Prince Albert is no longer served by passenger train service and it might be noted that in the last several years during which passenger train service was available to Prince Albert it was such that it had very little chance of success. At one time Prince Albert was well served by passenger train service. In addition the railways have attempted to abandon a number of branch line services surrounding Prince Albert. In some cases their attempts were not successful but it is clear that the intent was there.

Another failure of the railways in northern Saskatchewan was to extend their service much beyond the Prince Albert region. It may be of interest that the City of Prince Albert is still well south of the half-way point between the southern and northern boundaries of the province of Saskatchewan. In spite of that fact railway service extends for only a few short miles beyond Prince Albert and there are only two lines in Saskatchewan which stretch for any distance geographically to the north of Prince Albert. They are lines to Big River and to Meadow Lake both of which are to the west north-west of Prince Albert. Neither of them reach as far north as the halfway point in the province.

The railways have extended service to the northern regions of other provinces but not to Saskatchewan. This point is illustrated by the fact that if you draw a line from the North Saskatchewan river north of Lloydminster at the Alberta-Saskatchewan boundary, north-eastward to a point on the Churchill River just north of LaRonge, then south-easterly to the Saskatchewan-Manitoba border at a point just west of The Pas where the Saskatchewan river flows into Manitoba, the entire area to the north of this line is closer to railways in Manitoba or Alberta than to any railway in Saskatchewan. Thus one half of the geographic area of Saskatchewan is located closer to railways in other provinces than it is to a railway located within Saskatchewan. There is potential in northern Saskatchewan. There are resources which can be developed and in some cases have been developed. Development in

Saskatchewan's north would have proceeded at a faster pace had the railways done their job. For many years we have heard talk about the railways extending into our North but there was never any action. We in the Prince Albert area feel the railways have not done their job.

The Canadian National Railway is a publicly owned company. Thus it is somewhat surprising to hear instances where the C.N.R. has been more difficult to deal with than the C.P.R. For example the C.P.R. has been much more co-operative in providing a car fleet for hauling chips from the Meadow Lake Sawmill to the Pulp Mill at Prince Albert than the C.N.R. has been for hauling chips and pulpwood from the mills in Hudson Bay to the pulp mill in Prince Albert.

The story has been told many times of the benefits received by Canadian Pacific Ltd. from the people of Canada and of the immense corporate empire they were able to build as a consequence.

Thus the question has to be asked why do they need more now? In particular why are they attempting to charge prairie farmers more for shipping grain when it is clear that this will seriously harm their international marketing position? Why are these same railways investing in assets in other countries extensively while they are restricting investment in upgrading rail capacity in Canada which they talk about so much?

We oppose the attempt to do away with the Crow rate and to pass Bill C-155 as the new charter for Canada's railroads to rip off Canadian people and western Canada in particular.

The message we would like to give to Canada's railways is:

- truly nationalize Canadian National so that it serves Canadian people in the way it was intended:
- tell Canadian Pacific that if they can't get along with the millions of dollars they have already plundered from the Canadian public they should either shape up or ship out.

APPENDIX "TRPT-264"

Canadian
Pulp and Paper
Association

2300 Sun Life Building
Montreal, Que., Canada H3B 2X9
Tel. (514) 866-6621 Telex 055-60690

l'Association Canadienne
des Producteurs
de Pâtes et Papiers

2300 Immeuble Sun Life
Montréal, Qué., Canada H3B 2X9
Tél. (514) 866-6621 Téléc 055-60690



Howard Hart
President

August 19, 1983

Mr. Maurice A. Dionne, M.P.
Chairman, House of Commons Standing Committee on
Transport
Room 514
Wellington Building
180 Wellington Street
Ottawa, Ontario
K1A 0A6

Dear Mr. Dionne:

In our letter to you dated July 20, 1983, the Canadian Pulp and Paper Association requested an opportunity to appear before the House of Commons Standing Committee on Transport at its hearings on Bill C-155.

In an effort to expedite the proceedings, it is now our view that we simply enlarge upon the concerns expressed in the above-mentioned letter. Accordingly, we would request that our comments be appended to the formal proceedings of the Committee.

CPPA, with its 65 member and associate member companies in all parts of Canada, accounts for approximately 98 per cent of the pulp, paper and paperboard manufactured in Canada. Our members employ, in the manufacture of these commodities, approximately 130,000 people.

In 1982, total industry shipments amounted to slightly more than 18 million metric tons, valued at \$10 billion, and accounted for approximately 4 per cent of Canada's Gross National Product. Canada exports approximately 80 per cent of its pulp, paper and paperboard to markets around the world, amounting in 1982 to 14 million metric tons, valued at \$8 billion, and representing 11 per cent of all Canadian exports. Maintenance of this export business is dependent on cost competitiveness.

Transportation represents a major cost factor for Canadian pulp and paper companies, ranking second only to the cost of labour. Hence, the effectiveness and cost of transport are extremely important to the health of this industry. Canadian mills are a long way from virtually all major world markets and are often at a transportation cost disadvantage; they are almost never at an advantage.

In a number of submissions on national transportation matters over the years, the pulp and paper industry has expressed concern about problems associated with statutory railway freight rates, and in particular the Crow's Nest rates.

Our concerns have been, first, that the artificially low level of these rates leads the railways to charge higher rates on other commodities, thus impairing the competitive position of those commodities; and second, that the return to the carriers from these movements limits the funds available to support the enlargement of railway facilities to meet increased transportation needs.

Because the pulp and paper industry is heavily dependent upon railway transportation, there is a need for an efficient railway system with adequate carrying capacity at the lowest possible cost to all users of the service. We feel that all sectors of the Canadian economy will be adversely affected by deferment of railway investment in increased rail carrying capacity. Thus we urge that there be established compensatory freight rates for grain and that the rail rate structure promote efficiency in the movement of grain for the benefit of grain and all commodities. We also support a monitoring system to ensure that the rail network will meet future requirements for the movements of grain and commodities of this and other industries.

We would be pleased to appear before the Committee to answer any questions which might arise from this submission should you so request.

Yours sincerely,

APPENDIX ' 'TRPT-265' '

July 13, 1983

A BRIEF PRESENTED TO
THE STANDING COMMITTEE ON TRANSPORTATION

BY

THE CONCERNED CITIZENS OF NOTUKEU LINE

CLIMAX, SASKATCHEWAN

First, we refer to Part I (d1). We feel there should be a reduction in grain elevator representation. Six members would create an imbalance between the grain trade and the primary producer. We also feel that Part I (d8) should be changed to include two representatives from the Province of Saskatchewan since said province produces the largest amount of grain for export. More representation would give us more control of the shipment of grain with the Senior Grain Transportation Committee.

This organization is totally opposed to Section 37, subsection 4 of Bill C-155 because it restricts government participation to a maximum of 31.1 million tonnes.

This discourages increased production and results in higher costs to grain producers, which they cannot afford. Therefore, this volume cap must be removed.

We reject outright the portion of the act (33-3 and 33-4) which provides for the transfer of grain car allocations from the jurisdiction of the Canadian Wheat Board to a third party.

The Canadian Wheat Board has the necessary marketing expertise to adequately move our grain products, but must retain grain car allocation privileges to prevent delivery disruptions caused in part or whole by a third party (see 33-3 and 33-4).

To maintain our present standing as a reliable grain exporter, we feel that grain car allocation must be left totally within the jurisdiction of the Canadian Wheat Board.

Section 46, subsection 1, opens the door for variable rates, by allowing the railroads to entice farmers to haul to a central point. Thereby, lowering traffic on branch lines, thus making branch lines unprofitable and subject to closure. At such time, raising the rates at central points to allowable maximums, causing costs to the producer with the long haul to rise when grain could be transported cheaper by rail than by truck. The highways would

deteriorate by increased traffic, thus increasing the tax burden on the taxpayer. It would also lead to the downfall of the rural communities which are so vital to the well-being of rural Saskatchewan. Therefore, this section of the act is totally unacceptable.

Section 21, subsection 2, raises concerns that the rail companies could ignore individual branch lines. The sanctions provided in this act are not sufficient to ensure the railways maintain branch lines. We feel adequate sanctions should be included to ensure performance and maintenance on all rail lines.

We agree with the amendment that all payments from the government go directly to the railroads for the following reasons:

- (1) The railroads get the money as needed.
- (2) The government is able to extract performance from the railroads.
- (3) The farmer gets paid when he sells his wheat...not a year later.
- (4) This payment is not politically vulnerable.
- (5) This method is politically acceptable to all parties.

These are the reasons against producer payments:

- (1) There would be a demand for off-setting agriculture subsidies in other areas of Canada.
- (2) It would be much more complex and expensive to administer.
- (3) Provides for inequities between farmers.
- (4) It becomes easier for the railways to introduce variable rates.

We would like Section 2, subsection 1, "grains" to include more products. In addition to the grains currently listed, we would like to see included such products as triticale. In fact, we think all agricultural products produced on the prairies (ie. livestock and dressed meats) should be included.

We point out to the committee, the above are some of the reasons we find Bill C-155 objectionable and unacceptable in its present format.

We thank the committee for the opportunity to present this brief.

APPENDIX "TRPT-266"

HOUSE OF COMMONS TRANSPORT COMMITTEE

Submission by

The Crow Coalition

August 9, 1983

Regina, Saskatchewan

The Crow Coalition is an umbrella group including the following participants and active supporters:

Federated Co-operatives Limited

Federations of Labour: Saskatchewan, Manitoba and Alberta

including specifically:

City Firefighters Union of Saskatoon
C.U.P.E. Local 600-01, Weyburn
U.F.C.W. Local 248 P, Saskatoon
U.S.W.A. Local 7548, Saskatoon
U.F.C.W. Local 1400, Unit C-4, Saskatoon
Communication Workers of Canada

S.I.E.U. Local 36, Swift Current
Grain Services Union, C.L.C.,
Regina
North Battleford and District
Labour Council

Saskatchewan Association of Rural Municipalities

National Farmers' Union

Western Cow Calf Producers' Association

Family Farm Foundation of Canada

Research, Education and Action Group

Save the Crow Committee

The principles of the Coalition are:

1. Subsidies: Subsidies are essential to the survival of the Canadian grain industry. Any money paid should be paid directly to the railways.
2. Retention of the Present Statutory Fixed Rate.
3. No variable rates.
4. Support for the Canadian Wheat Board.

The Coalition does not purport in this submission to cover all aspects of the questions involved in the discussion of Bill C-155. Other

submissions will deal with, or have dealt with, many phases of the problem and with the defects and complexities of Bill C-155.

We have no desire to encumber the record with repeating the factual statements and arguments being so clearly and forcefully made in other submissions with which we are in agreement and support. These arguments, including the strong arguments based on the historical development of rail transportation in Western Canada, in themselves justify the retention of the Crow Rate as established in 1925. Our position is that in addition to these arguments, we wish to emphasize a very current justification for the Crow Rate: now, in this decade, and for the future, the grains industry in Western Canada, in light of world conditions, requires and must have and continue to have transportation subsidies if it is to survive.

Our position is that retention of the 1925 statutory rate is the least subsidy needed to achieve survival. We recognize that the statutory rate is a subsidy. We believe it is a fair subsidy and justified by Western Canada's landlocked position, and justified too by the subsidies provided to grain growers and the grain industry by Canada's chief competitors in the world markets.

The United States is Canada's chief competitor in the world market. In 1982, it produced 17% of world wheat production totalling 76 million tonnes, while Canada's share of world production

was 5%, or 24.8 million tonnes. Because the United States population is ten times greater than Canada's, it consumes a greater quantity of its production, so when it comes to exporting into the world market, Canada's share of the world market was 19% as against 48% for the U.S. in 1982.

In actual figures, in 1982, Canada exported 18.4 million tonnes of wheat out of a total production of 24.8 million tonnes, whereas the United States exported 48 million tonnes out of a total production of 76 million tonnes.

In the matter of subsidies, a comparison of subsidies paid to U.S. producers of wheat with the total paid to Canadian producers, including the Crow Rate as a subsidy, is as follows, calculated in U.S. funds:

Dollars Per Tonne Subsidy

	<u>Canada</u>	<u>United States</u>
1972	\$5.00	\$22.40
1981	4.50	18.00
10-yr. average	4.00	11.80

It will be seen that throughout the whole ten year period, the United States wheat producer was subsidized by double the Canadian subsidy, year in and year out. These United States figures do not include all the amounts spent on the Mississippi-Missouri waterway which carries the bulk of the United States grain exports to world markets.

Another feature of the United States position is that 13.2 million tonnes of wheat were exported through ports in Washington and Oregon. This wheat came mainly from production in Washington and Oregon, which are coastal areas much closer to seaboard, and with substantially less transportation mileage, being similar to Australia in this respect.

When the amount which will be available to United States grain producers under the present 1983 Payment In Kind program, calculated to cost \$11 billion dollars in total (\$2.7 billion of which will be paid in respect of wheat), is included, the United States subsidy will vastly exceed the present or any proposed subsidy to Canadian producers.

Another major producer of wheat is France, which produced 22.9 million tonnes in 1982, nearly that of Canada's 24.8 million tonnes. Wheat production in the ten European Economic Community countries was 54.5 million tonnes in 1982. Wheat production in France and the E.E.C. countries was subsidized to the amount of \$ 18.00 per tonne (U.S. funds) in 1981. The E.E.C. countries exported 14.1 million tonnes in 1981-82, excluding intra-trade between members, and are a large competitor with Canada in the world wheat market.

Canada's other competitors, Australia and Argentina, both subsidize wheat transportation. Australia, which produced a record

16.4 million tonnes in 1981, being its second largest crop ever, 50% higher than in 1980, exported a record 11.4 million tonnes in 1982. Argentina, which produced 11.3 million tonnes in 1982, exported 4.3 million tonnes in 1981-82, much of which went to countries in South and Central America which combined imported 10.9 million tonnes in 1981-82. Argentina's production area is close to seaboard, but even so, the government pays all transportation charges from the local elevators to port.

The average distance in Australia of the grain growing area to export position is 300 kilometers, whereas in Canada it is 2,000 kilometers. Nevertheless, a report into the operations of Victoria's State Railway system in 1980 indicated that only 50% of the average cost of freighting grain had been paid for by rates charged to farmers.

This is the record. In view of the massive subsidies provided in the United States, our chief competitor, and in France, as well as subsidies provided in Argentina and Australia, Canada cannot compete if our transportation charges to the nearest port are increased.

It is for all these reasons that we maintain that the present statutory rate for export grain must be maintained intact. Otherwise, the Canadian producer will be helpless in the world market

and the grain industry in Western Canada bankrupted. The production of grain is Western Canada's main economic basis. Destroy the export capacity of western producers and what is left for Western agriculture?

Not only is the economy of Western Canada at stake, but all of Canada is at risk. It was the record exports of Canadian grain that kept Canada's balance of payments in a plus position during the recession from 1981 to 1983.

Impact on Communities

It is evident that Bill C-155 is going to have a very major negative effect both socially and economically on most rural communities in Manitoba, Saskatchewan and Alberta. The approach that is taken here is to identify in general terms the community impact of two factors: 1) increased delivery cost to farmers; and 2) alterations to the transportation system.

If the rates which the federal government predict for 1990 had been in effect in 1982, Saskatchewan farmers would have paid an additional \$370 million to move their grain. For comparison, total farm operating expenses in Saskatchewan in 1982 were \$2,343 million. Removing \$370 million from the provincial economy, with its subsequent multiplier effects, will have a substantial negative impact on the Saskatchewan retail sector. For comparison, total retail trade in Saskatchewan in 1982 was \$4,027 million.

Increased costs to farmers have further indirect effects on communities. Increased costs to farmers will lead to fewer, larger farms. The subsequent decline in population is compounded by the fact that the

remaining larger farmers often tend to bypass the local community to purchase their supplies from the larger dealers in the larger centres. Higher delivery costs could also lead farmers to cut back on other controllable farm supplies, further damaging the local economy.

A modern, more efficient transportation system is assumed to mean fewer, larger-scale delivery points. Losing elevator service leads to a decline in farm supplies and further reduces business and employment opportunities.

There currently exists in many of these affected communities considerable assets in the form of commercial, educational, religious, social and recreational facilities. Future underutilization of these facilities is a cost factor that must be considered. The decline in the level of services available in a community often means a decline in the quality of life of those residents who remain.

In summary, Bill C-155 will have serious negative effects on communities through the decline in population, the shift in shopping patterns, the decline in business and employment opportunities, the underutilization of community assets, and the decline in quality of life.

The Rail System

The claim is made that substantial increases in the freight rates on grain are needed to modernize the rail system which must carry our grain to port. We do not question the need to modernize and upgrade, but the claim that this is required for the carriage of grain is greatly exaggerated.

Such upgrading as is required on the prairies can be met to a considerable degree if the railways utilize the subsidies available to them under the Branch Line Subsidy Program. Today, under that program, the railways receive subsidies on 8,708 miles of line in the three prairie provinces out of a total rail mileage of 16,962.

Under these provisions of the Railway Act, the railways receive payment in full for all grain originating on a so-called "grain line", from the point the grain car is picked up to the point where it is delivered to an export terminal even though the greater mileage is on a main line.

There should be more interchanging of grain freight movements between Canadian National and Canadian Pacific in addition to the existing Calgary-Edmonton interchange. The objective should be to carry the grain by the shortest mileage route from prairie points to port.

It is wrongly claimed and put to the public that modernization of western railways is needed principally, if not entirely, by reason of having to carry grain to Vancouver or Prince Rupert. The fact is that grain rail traffic accounts for under 20% of the total traffic carried by rail. The rest is commercial traffic carried at compensatory rates approved by the Canadian Transport Commission.

Another fact to remember is that this so-called modernization is almost entirely scheduled for the Mountain sections of the lines, and the western movement of grain is only some 45% of the total export package as of now. There already exists a double track from Portage la Prairie to Thunder Bay.

The Canadian Transport Commission

In its public hearings the Grain Handling and Transportation Commission heard many criticisms of the manner the Canadian Transport Commission was not fulfilling adequately its role in regulating Canadian National and Canadian Pacific operations in Western Canada, particularly insofar as the maintenance of branch lines and the carrying out of repairs to bridges and trestles as required by the Railway Act. The Commission said in its report: (page 22)

But perhaps the dominant criticism was that the Canadian Transport Commission, being Ottawa based, was unaware of and was not responsive to Western problems and needs.

Following receipt of the Grain Handling and Transportation Report, the Honourable Otto Lang, then Minister of Transport, established a Western Division of the Canadian Transport Commission and named certain Commissioners to serve on the Western Division with headquarters in the City of Saskatoon.

It can now be said with confidence that the status of the Canadian Transport Commission is high in Western Canada and that the Western Division is functioning without complaint throughout the West. Mr. Lang deserves commendation for his action.

Elimination of Passenger Trains

We do not believe it is wise to listen to much loose talk on the need to upgrade without looking at the whole picture. The first scenario is the capacity of the present main lines to carry freight

traffic now that passenger rail traffic has been greatly reduced, and on the main line C.N. from Winnipeg westward, virtually eliminated. There is one minor train from Saskatoon to Edmonton; that is all. Passenger traffic on the C.P. main line is at a minimum. Knowledgeable railroad people could tell you the extent to which freeing the main lines of passenger trains clears the way for quicker and more frequent freight traffic movements.

This has not been the only benefit the railways have in being relieved of carrying passengers. In 1980, Canada paid a subsidy of 547 million dollars to VIA Rail.

Mountain Requirements

There is no doubt that considerable double tracking is needed in the mountains as well as the proposed Canadian Pacific Beaver Tunnel through the Roger's Pass. We are concerned that in all the discussion about the need for modernization in the Mountain Region, nothing is being said about the possibility of an almost total breakdown of traffic to Vancouver if there should occur a mountain slide or a tremor of any consequence in the Fraser Gorge, which would spill both the Canadian National and Canadian Pacific tracks into the river. This could close the C.N., C.P. and Trans-Canada Highway for months. That eventuality has not gone unnoticed; in the area between Hell's Gate and Hope, cracks are developing in the mountain.

At the Western Economic Opportunities Conference in Calgary in 1973, the Prime Minister, Mr. Trudeau entered into an agreement with the Government of British Columbia to build a by-pass called the Clinton Ashcroft cutoff to

meet such an eventuality. Some preliminary work or planning was done, but nothing more. All long range planning for a secure freight corridor to Vancouver should include this connection to the British Columbia rail line to assure some access to Vancouver in the case of a disaster in the Gorge. The Grain Handling and Transportation Commission recommended in 1977:

1. The right-of-way for the Clinton Ashcroft link be acquired immediately by the Government of Canada and the British Columbia Government, as agreed at the Western Economic Opportunities Conference.
2. That the engineering and plans be completed for construction of the linkage so that it could be built quickly in an emergency situation.

The Commission commented that "the next generation may revert to the wisdom displayed at the Western Economic Opportunities Conference".

(Report of the Grain Handling and Transportation Commission, 1977, Volume I, page 192.)

Dockage and Screenings

There is an item which has received little or no attention as it affects the grain grower in Western Canada. It relates to the dockage charged against the shipper and vendor of grain to the local elevator. He is docked an average of 2% on wheat, so that he receives payment for 98 bushels. But he is charged freight on 100 bushels. The 2% residue, known as screenings, becomes the property of the elevator company, and except in the case of the Pools, if that farmer is a Pool member, the farmer receives no benefit even though he paid the freight on the dockage to the port terminal. The amount involved in this procedure amounts to millions of dollars annually. This comes clear from the Annual Report of the Weyburn Inland Terminal for 1982. The report says: (page 1)

The production and sale of quality screenings continues to be an important source of revenue for the Company. During 1982, 5,475 tonnes of screenings were produced and the income from those sales into the prairie market amounted to about 14% of gross income.

Cleaning grain on the prairies and retaining the screenings for livestock feed, besides being an important source of revenue for the Company, also contributes to the efficiency of Canada's transportation system. It would have taken about 84 hopper cars to transport the amount of dockage to Thunder Bay or Vancouver that was retained on the Prairies by Weyburn Inland Terminal in 1982.

When it is recognized that some 26.6 million tonnes of Wheat

Board grains alone were shipped from local elevators in 1981-82 to Thunder Bay, Vancouver, Prince Rupert and Churchill, it emerges that local farmers have paid freight on some 532,000 tonnes of grain for which they received no payment.

Surely this inequitable practice cannot be seen as continuing if and when, as Bill C-155 proposes, the freight rate on grain is increased by several times.

We mention this as another item in the complex system under which the prairie grain grower operates. If the grain is cleaned locally, as is done at the Weyburn Terminal, the screenings are available for local cattle, hog and poultry producers, but apart from Weyburn and two or three other locations, little cleaning is done. The screenings are sold in the B.C. lower mainland and the United States, or shipped to Eastern Canada from Thunder Bay, principally to Ontario.

Your committee is urged to study the section of the Grain Handling and Transportation Commissioners' 1977 Report, pages 155 to 159, noting particularly that as of 1977, screenings totalled 28 million bushels and when separated produced 3.6 million bushels which were sold as whole grain.

Western Milling

The following quotation from the same Report still applies:

(pp.279 - 283)

Canadian flour production has declined some 30% from its peak of 56 million hundredweight in 1946-47 to 39 million hundredweight in 1974-75. At the same time, a significant shift has taken place in the location of flour production in Canada. In the mid 1950's, approximately 52 percent of the flour produced in Canada was milled east of the Lakehead. In 1974-75, these market shares had shifted to 69 percent milled in Eastern Canada and 31 percent milled in Western Canada.

The Grain Handling and Transportation Commission found through its study of this industry that the application of certain government programs, of Canadian Wheat Board selling practices, and of ancilliary rail charges offset the natural geographic advantage Western mills should enjoy.

When Western mills receive wheat from primary elevator companies, the Canadian Wheat Board collects on behalf of the grain company a three-cent a bushel 'diversion charge' in lieu of terminal elevator revenues. This charge was recently renamed a 'selection charge'. Mills are required to pay an additional 1.5 cents per bushel if the wheat they secure contains less than 1.0 percent dockage. Eastern mills do not pay any of these charges.

One of the natural or locational advantages of locating a flour mill near the source of wheat is the reduced need for storage. The inventory requirements of a Western mill are less than one month's period. Eastern mills on the other hand require higher storage levels. At the close of navigation in the St. Lawrence Seaway, Eastern mills will require as much as six months' supply of wheat on hand. Since the Canadian Wheat Board pays storage and carrying costs, the Western grain producer pays the cost of equalizing the storage and carrying costs of Eastern and Western mills.

The instore Thunder Bay price for wheat includes a number of costs which the Wheat Board incurs. These costs are associated with the services rendered by the Canadian Wheat Board and include inspection, freight, terminal elevation, cleaning and the Canadian Wheat Board administration costs. Western mills buy wheat at this price less freight. They must therefore pay for the other services, despite the fact that they do not use them. This is indefensible.

The railways charge 18 cents per hundredweight stop-off fees on domestic flour shipments. Western mill rail origins of wheat milled and forwarded as domestic flour are subject to this 18 cent charge. Eastern mills receiving their grain supplies by water from Thunder Bay do not pay this charge. Both Eastern and Western mills are subsidized for stop-off charges on export flour. By virtue of Section 329 of the Railway Act, the Federal Government made statutory a three cent per hundredweight Eastern stop-off charge. In the West, the railways have been free to establish the stop-off charge at whatever level they wish. In 1973, the Federal Government, recognizing the discriminatory effect of the frozen eastern stop-off charge, implemented a stop-off rebate. This rebate amounts to 7.5 cents per hundredweight of export flour from Western mills. The net results is that the Eastern mills are subsidized 15 cents per hundredweight, and the Western mills, 7.5 cents per hundredweight.

The Flour Milling Industry

A reference to the milling industry will show the extent to which Western wheat growers subsidize Eastern consumers by procedures adopted and carried out by the Canadian Wheat Board.

The Eastern consumer benefits from the payment by the Wheat Board of storage and carrying charges on the some 50 million bushels of wheat milled and consumed in Eastern Canada. This and other benefits translate into six to seven cents a loaf on every loaf consumed in Eastern Canada, all at the expense of the Western wheat grower, for the Wheat Board's income is from the sale of western wheat.

The stop-off fees for storage or milling stated in the previous quotation as 18 cents per hundredweight are now 40 cents per hundredweight.

If the prairie grower is to be assessed a higher freight charge, surely the subsidies accruing to the Eastern consumer should be removed from the back of the prairie producer.

The Stop-Off Fees

These are the fees of 40 cents per hundredweight referred to previously which are charged by the railways when cars of wheat are delivered to Western millers for processing flour for export or for storage, and which are subsequently picked up as flour to be carried to export position. There is no similar charge made to Eastern millers. Moreover, when Western millers purchase wheat from the Wheat Board for domestic milling, they pay the standard or actual freight rate from the local elevator to the mill. As against this, the Eastern miller has the advantage of the Crow Rate to Thunder Bay.

The Livestock Industry

It is to be regretted that the changes proposed in Bill C-155 have provoked a measure of conflict between the grain growing section of Western agriculture and the livestock industry. We recognize that the Western livestock industry is under a handicap vis-a-vis its Eastern counterparts. Our position is that the Western livestock industry needs relief, but not, we maintain, at the expense of the grain industry. It is a fact that if the price of grain is lowered at the local elevator level by so many cents a bushel, the livestock producer may benefit

accordingly, but we see no advantage to the economy as a whole or Western Canada or impoverishing the grain farmers to improve the position of the cattlemen. Surely there are other ways of meeting the legitimate needs of the cattlemen.

After an extensive review of the whole subject, the Grain Handling and Transportation Commission recommended that freight rates on livestock and meat be set at levels which do not discriminate against the natural locational advantages of prairie livestock producers and processors. The study is summarized on pages 291-309 inclusive of the Commission's 1977 Report.

Hopper Cars

Due to the scarcity of rail grain cars caused primarily by attrition and the unwillingness of the railways to purchase cars, it was found necessary for the Federal Government, the Wheat Board and the Western Provinces to acquire by purchase or lease hopper cars and make them available rent-free to the railways.

The hopper car fleet is made up as follows:

a) Federal government purchases:

<u>Year</u>	<u>Number of Cars</u>	<u>Cost (Millions)</u>
1972-73	2,000	\$ 46.0
1976-77	4,012	138.6
1977-78	2,000	75.6
1981-82 (lease)	2,030	109.9
1982-83	1,280	79.3
	<hr/>	<hr/>
	11,322	\$ 449.5

b) Wheat Board

The Wheat Board purchased 2,000 cars in 1979-80 at a cost of \$90.6 million. The depreciation and interest net of rentals received, charged to the 1979-80, and 1980-81 and 1981-82 pool accounts by the Board were as follows:

	<u>Millions</u>
1979-80 (partial year)	\$ 8.7
1980-81	21.1
1981-82	17.1

The \$90.6 million was grain producer money which otherwise would have gone directly to producers.

c) Provincial Governments

The Provinces of Saskatchewan and Alberta each have also purchased 1,000 cars. The cost of the Saskatchewan cars was approximately \$54 million; the Alberta cars were purchased during much the same time frame and presumably cost the same -- some \$54 million.

In total the railways have been provided rent-free with hopper car grain carrying equipment which cost \$649.1 million. No consideration appears to have been given to the responsibility of the railways to pay for this equipment at its current value if and when the railways receive the \$651.1 million annually proposed by Bill C-155. Surely the railways cannot be given this massive gift of grain carrying equipment free, particularly when \$198.6 million came from money that otherwise would have gone to producers in Western Canada.

The Wheat Board

The provisions in Section 33 or Bill C-155, particularly subsections (2) and (5), cause us great concern insofar as they may seriously affect the

right and capacity of the Wheat Board to control the grain car fleet as is presently done. The Wheat Board must have the undisputed right to control the fleet in order for it to be able to meet its sale commitments. It must be free and able to call the grain in the quantities and qualities it needs at any given time; otherwise, if the Board does not have this authority, it may run into demurrage charges, which, as we know, are paid by the Board from grain producers' money.

Conclusion

The Coalition wishes to emphasize that the following items be considered inviolate:

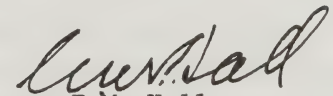
1. That Western Canada's landlocked position vis-a-vis all other exporting nations' positions be recognized, and grain transportation subsidized.
2. That having regard to subsidies provided by all other wheat exporting nations , the subsidy now enjoyed by wheat producers in Western Canada be maintained -- in other words, retention of the Crow Rate.
3. That the Canadian Wheat Board retain the power and authority to control the grain fleet.
4. That variable rates, even to the extent proposed, not be tolerated.
5. That under any circumstance or scenario, there be a fixed statutory rate for the carriage of grain, and not one dependent on any one person's estimate of production

as provided in Sec. 37, ss. 4, and Sec. 54,
ss. 1 of Bill C-155.

6. In the same circumstance, the responsibility
for carrying out the Canadian Transport
Commission's functions should be committed
to the Western Division of the Canadian
Transport Commission.
7. That transportation rates include all crops
grown on the prairies.

All of which is respectfully submitted,

The Crow Coalition


per E.M. Hall,
Co-ordinator and
Spokesman.

APPENDIX ' 'TRPT-267' '

A BRIEF TO THE HOUSE OF COMMONS, COMMITTEE ON TRANSPORTATION

BY THE CROW COMMITTEE OF MACRORIE, SASKATCHEWAN:

Mr. Chairman, Members of the Committee:

For the past year a succession of organizations, some of them invited by Mr. Pepin to do so, have been telling Canada what the western farmer really wants from the government grain transportation policy. But most of the organizations have never bothered to ask the western farmer, himself, what he wants. We feel it is time that the individual farmer has a voice in a matter that has a considerable impact on his livelihood.

Many of to-day's farmers grew up in the '30's and '40's when crops were uncertain, prices were low and markets were limited. We did not prosper. Most of our grain was sold to Western Europe at very low prices. But there was one factor on which we could always rely. The Crow freight rate meant that if we could manage to produce grain and get it to market we knew for all time ahead that the freight rate would be constant. We lived in a next-year country, and if we didn't have a crop one year, or, if the prices were very poor, we could always hope to be able to market grain the next year, and we always knew we could count on the freight rate to remain the same from one year to the next.

We were taught in school that the Crow's Nest Pass freight rates had been guaranteed to us in perpetuity, in exchange for vast concessions given to the railways. They had been handed enormous tracts of coal-bearing lands and had been given land out of every township in Saskatchewan. That land had been bought and paid for by farmers, and the money went into the coffers of the railways. While the railways were being built the government had guaranteed their bonds, had granted them a monopoly over the rail freight through our towns, and in exchange for all that had promised that the freight rates on our grain should remain the same throughout eternity. In a community in which there was little economic stability it was the one stabilizing factor, and we relied on it. In their wisdom our forefathers had seen fit to grant concessions to the railways in order to achieve a prime objective of their times, which was to create a railway which would unite Canada from coast to coast.

Now when Mr. Pepin tells us that he will take away the Crow rates, and assures us that he will, by statute, forever in perpetuity, protect the future of our farms, we are not very reassured. We thought we had protection in perpetuity. Now he has said that the Crow's Nest Pass agreement is a statute like any other statute and can be amended. In two or three years he will be saying that the new statute is a statute like any other statute and can be

amended. Once you start amending the Crow's Nest Pass agreement that part of the stability in our agriculture will be gone forever. Instead, Mr. Pepin is going to guarantee protection to the railways. He is the Minister of Transport and it is obvious his loyalty is to the railroads. The railways, which were built to unite Canada, will become an instrument to effectively divide us. His petty comment, that we were taught to hate the railways from our mother's breasts, is perhaps more prophetic of generations to come if he succeeds in his chosen task, than it is of generations gone by.

What is all this talk of having to drastically increase the capacity of the railroads in order to handle all the grain we are going to produce? We somehow get the feeling that we are supposed to pay for fixing up the railroads in order that other businesses might use them. With the importance of agriculture, not only to Western Canada, but to the whole of Canada, there is no reason why agriculture should be made to suffer in order that other industries can prosper.

Some say that unless we help to pay for the upgrading the roadbed and unless we help to pay for more hopper cars the railways won't be able to haul all our grain. Well, up to now we haven't thrown away very much of it. The only time we ever did so was the last time Dr. Gilson had anything to do with our business, and that was when they dreamed up a program they called the Lift Year. There have been far too few years when stored grain from one year to the next. We've had more trouble growing wheat than we have had selling it, even though every time we go into the field we are trying for a fifty bushel per acre crop. The times we had difficulty getting our grain hauled was when the grain handlers or the railway workers were on strike and we've not heard Mr. Pepin say he would be doing anything to guarantee performance from them.

They tell us if they could get rid of the Crow rates we could have a fifteen bushel quota by February. Now, if you summerfallow half your acreage each year that means a quota of thirty bushels per seeded acre.

Since the long-term average production is still only twenty-seven bushels an acre, a fifteen bushel quota by February would clean out most farmers, and then what would we have to sell for the rest of the season? This year, despite a very large crop in 1982, we will see most bins emptied by the end of July. Why, then, do we need more railway capacity?

We have seen it take thirty years to get our average production up from twenty-two bushels an acre to twenty-seven. They tell us we have to improve the railway to get ready for a ten per cent increase in grain production in the next seven years. If it took thirty years to get production up by five bushels an acre how can we get a three bushel increase in just seven years. If our freight rates are increased, so there is less money to spend on fertilizer and chemicals, we will not reach that goal of thirty bushels an acre by 1990. If the capacity of the railway has to be increased, it will not be because of the requirement for it from the agricultural sector.

If feed grain is going to cease moving east, and be fed to a larger livestock industry in the west instead, then what is this talk about the farmers needing more railway capacity? If the capacity of the railway has to be increased then let it be paid for by those who are going to use it: the potash companies, the coal companies, the lumber companies, all those companies who have been lobbying the government to get the farmer and the taxpayer to pay for improving the railway.

We have been told that the West would prosper if the Crow rates were abolished. The United States of America have not been "burdened" by a Crow rate. Why then have our neighbors to the south, in the U.S. mid-west not prospered better than we?

There's been a lot of talk about giving the livestock producer an acreage payment to cover the freight costs he doesn't pay on the grain he feeds to the cattle. Now that is going to be the first time we are going to be reimbursed for an expense we've not had. We don't want you to give us an acreage payment to make up for some Crow benefit that our cattle don't get. We want you to help solve the problems for the livestock producer, but not that way.

You tell us you are going to improve conditions for livestock in Western Canada by increasing the freight rate to the point that it will be prohibitive to ship grain east. For some reason that is supposed to create a flourishing livestock industry in the West. We're not quite sure yet who is going to eat all that beef. Those of us who raise cattle have put up with some pretty tough prices in the last few years, and they tell us it was because we were raising too many. Now you tell us to raise more. Then you tell the Quebec farmer that, really, the changes are not going to benefit the Western grower at all, so why is he worried? We will tell you why farmers across Canada are all worried. We would worry about any government that tells us they are going to improve our farm incomes by raising our costs of production.

You are not going to solve the problems of the livestock industry by changing the freight rates on grain. Solve the problems of the livestock industry separately, on their own. (Goodness knows we have waited too long for that already!) but don't tell us you are going to do it by talking away the Crow freight rates.

If you take away the Crow freight rates we won't be using the railway as much as we used to. If you increase our freight costs five fold by the year 1990 the costs of shipping twelve thousand bushels of grain from our delivery point will go from \$1,700 a year to \$8,500. That means an average farmer with an average crop would have \$6,800 less a year to spend on fertilizer, or chemicals, or new machinery, or items for his own living. In just ten years that would be \$68,000 less to spend.

At our local elevator we ship about 800,000 bushels of grain a year. Up to now it has cost \$112,000 for freight in a season. Mr. Pepin says that by 1990 that figure is going to be \$560,000 or about \$450,000 more each year than

it used to be. That's going to be a pile of money going to the railways instead of where it used to go.

Our automotive industry in Canada is already hurting, as are farm machinery manufacturers. By the time the results of the Pepin plan work their way through our economy the impact on these two industries alone will be shattering. Much on the machinery on our farms is almost new. We have no need to buy any more for several years. Some of the tractors and trucks and buildings have been bought to reduce income taxes. If our incomes are going to be reduced that will eliminate the need to buy machinery to reduce our income taxes. If you were worried about unemployment in your factories before, maybe you had better start worrying about more unemployment coming up. They can play 'C.P. Rail Way Man' commercials all day long on the radio but it is not going to induce us to go out and spend money to further fill the coffers of the railways.

Instead of crop production increasing, it is going down, because we are going to spend less on fertilizer and less on chemicals, so you had better start worrying about unemployment in those industries as well. More particularly, if Mr. Pepin is going to put a ceiling on the amount of grain that is protected under his new statute, what is the point of producing more in order to have our freight costs go even higher? And, if we are going to produce less, then why should we be paying to improve a railway that we will be using less than before?

Mr. Pepin has said that he wants to put us back in the same relationship between grain and freight rates that we had when wheat was \$1.25 a bushel and freight was 14 cents, or about 10% of the selling price. We can assure you that we aren't too happy about the prospect of giving the railway 10% of our gross income. On rented land we will be giving the landlord another onethird of the gross production. What will be left to pay our expenses and give us payment for our work? Through the '50's and the '60's when we had that relationship between grain prices and freight rates that Mr. Pepin admires the farmers' net incomes were at a very low level and many paid no tax through those years. Is that what Mr. Pepin wants for us again?

Mr. Pepin is quite concerned about the losses of the railways, if there really are losses. If the railways did their accounting the way the farmers have to maybe the losses would disappear. It is obvious from the agreements drawn by our forefathers that the revenues of the railways from all sources was to be considered as a unit, with any shortfall from grain being covered by the revenues from other sources.

What is the real investment of the railway? The taxpayers of Canada paid for much of the original cost of the railway. We have paid for repairs to box cars, we have paid for the whole purchase price of hopper cars, we have paid for upgrading the rail lines, and we have paid annual subsidies. The railways have supplied the engines and the manpower to move the grain. If the farmer had to supply only a tractor and driver, and the Canadian taxpayers supplied

the rest of the machinery it would take a pretty inefficient farmer not to make a go of it.

Down through the years when farmers got into difficulty they were told to get more efficient. If our efficiency were no better than that of the railway we wouldn't be worrying about getting our grain to market because there wouldn't be any grain to haul.

The figure of twenty to twenty-four per cent has been suggested as a reasonable return on investment for the railways. We can assure you that there is not a farmer in the whole of Western Canada who wouldn't be delighted with half of that. And who is going to worry about the rate of return on his investment if much of his profit is confiscated for the benefit of the railway?

We feel that the whole process of grain transportation reform has been orchestrated solely for the purpose of getting more money out of the farmers, for improving the railways in order to benefit other industries and for the short-term effect on the economy which would come from rebuilding the railway. But any positive effects on the economy which would come from that spending spree will be short-lived. After the double-tracking is complete, after the other improvements have been made, then we will be left with an economy on the prairies that has been completely demoralized. The businesses that used to wait for the farmer to get his Wheat Board payment, or wait for the next quota when the farmer would begin to spend again, need wait no longer. Not only will the eastern manufacturers find western markets deteriorating but western businesses will find that their markets have become permanently depressed.

There is an alternative.

Since we have already paid for much of the original cost of the railways, much of the grain transportation equipment, and much of the improvements to the rail lines, it is not much of a step to nationalizing the rail bed as was suggested by the Western premiers in Calgary in 1974. The rail beds should be available to any hauler just as our highways and airports are available to any commercial transport. Why should the railway, that was intended to unite Canada from coast to coast be the only transportation medium that is not owned and controlled by the taxpayers? If our highways and airports had been built and paid for by taxpayers and were then turned over to commercial enterprises to be operated as monopolies they would be in the same circumstances as we find our railways today.

There is no need to eliminate the Crow rate. There is no need for taxpayers to spend enormous amounts of money to add to the assets of the railway and get nothing in return but the certainty of forever being asked to add to the coffers of the railways again and again. There is no need for taxpayers to spend enormous amounts of money to make our transportation system in Canada that much more efficient. We have one of the more efficient

transportation systems in the world to-day, if only the management of the railway were prepared to get to work and manage it.

Mr. Chairman, Members of the Committee: Thank you for hearing our brief. We hope that when it comes time for you to vote on this issue that you will remember what we had to say to-day. We can assure you that when it comes time for us to vote on your performance we will remember very clearly what you decide to do with the Crow's Nest Pass freight rates.

Respectfully submitted,

THE MACRORIE CROW COMMITTEE

Chairman: Eric Farden
Macrorie, Saskatchewan

Treasurer: George Tweedie
Macrorie, Saskatchewan

APPENDIX 'TRPT-268'

THE GENERAL CHAIRMEN'S ASSOCIATION IN CANADA

BROTHERHOOD OF LOCOMOTIVE ENGINEERS

7403 MacLeod Trail S.W.,
Suite 203,
Calgary, Alberta
T2H 0L8

August 4, 1983

Maurice A. Dionne, Chairman,
Standing Committee on Transport,
House of Commons,
OTTAWA, Ontario

Dear Mr. Dionne:

The General Chairmen's Association in Canada of the Brotherhood of Locomotive Engineers would like to go on record with respect to supporting the Railways of Canada in their arguments favouring proper compensation for hauling grain.

Rail transportation must be maintained and improved to handle present and future needs of all segments of the Canadian economy and, in order to provide for such maintenance and improvement, railway companies must receive adequate compensation for handling grain as well as other commodities.

Yours truly,

for L.F. Berini,
Chairman

LFB:gr

cc: R. Colosimo, VP-CP Rail
W. Morin, VP-CN Rail

APPENDIX ' 'TRPT-269' '

Office of the Minister

AGRICULTURE

418 Legislature Building, Edmonton, Alberta, Canada T5K 2B6 403/427-2137

August 30, 1983

Mr. Maurice Dionne, M.P.
Chairman
House of Commons Standing
Committee on Transport
House of Commons
Parliament Buildings
OTTAWA, Ontario
K1A 0A6

Dear Mr. Dionne:

Our sincere interest in your Committee's deliberations has prompted us to forward the attached information in support of the Government of Alberta's recommendations for changes to Bill C-155.

Our Recommendations are consistent with our pursuit of efficiency in the entire grain handling system. Costs seem to continually escalate and the only relief lies in greater efficiency. Our mutual problem is to devise a system that engenders that efficiency.

It has been pointed out that the battle lines seem to have been drawn between farmers and railways. The grain handling system includes many other agencies, institutions and regulations, all of which must play their optimum part or pay a penalty.

The rationale for our recommendations takes into account the complexity of the system.

We hope this additional material will be useful to you and be reflected in amendments to Bill C-155.

Yours sincerely,

LeRoy Fjordbotten
MINISTER OF AGRICULTURE

Enclosure

cc: Honourable Hugh Planche
Honourable James D. Horsman

BILL C-155 CLAUSE BY CLAUSE REVIEW

MATERIAL IN SUPPORT OF APPENDIX I OF
ALBERTA GOVERNMENT SUBMISSION OF AUGUST 2, 1983

ALBERTA

AUGUST 1983

TABLES OF CONTENTS

1. Appendix One - Recommended changes in Bill C-155
2. Preamble: Statement of Policy
3. Part I - Administrative Measures to Facilitate the
Transportation, Shipping and Handling of Grain
4. Part II - Rates
5. Part III - Government Payments

ALBERTA'S RECOMMENDED CHANGES IN BILL C-155

RECOMMENDED CHANGES IN BILL C-155

Section - Preamble

- Amendment - A clear statement of policy and related principles should be included in a preamble to the Act.
- Discussion Bill C-155 as it is now written does not contain a statement of policy and is in conflict with stated National Transportation Policy.
- The policy statement should include the objectives outlined in the February 1983 Western Transportation Initiative statement. These objectives were:
 - to ensure adequate overall railway capacity in Western Canada;
 - to develop a modern and efficient grain transportation system;
 - to encourage economic development and agricultural diversification and processing in Western Canada; and
 - to contribute to national economic recovery through economic activity generated by railway expenditures and associated developments. (This should be considered as only a short term goal.)
 - A policy statement is necessary as an effective guide for regulators and those who are responsible for interpreting the intent of the Act.

PART I

ADMINISTRATIVE MEASURES TO FACILITATE THE
TRANSPORTATION, SHIPPING AND HANDLING OF GRAIN

Senior Grain Transportation Committee

- Section 3 - Membership of Committee
- Amendment - The Senior Grain Transportation Committee should be restructured so that a majority of the members represent

Western farmers and are free of vested interest in the grain handling/transportation system.

- Delete clause 3(d)(ix) which calls for three members to represent the interests of feed grain consumers.

Discussion

- The proposed committee structure is weighted too heavily toward those groups and organizations who have a vested interest in the status quo.
- The grain farmer who has the responsibility to pay future cost increases is not adequately represented. The Crown is well represented through the Canadian Wheat Board, Canadian Grain Commission and the Administrator; the trade interests are covered through their appointed representatives, the railways' interests through their representatives but direct grain farmer representation is restricted to 3 out of the total 21 memberships.
- There is no need for either Eastern or Western feed grain users to be represented on a transportation committee.

Section II

- Subcommittees and Rules

Amendment

- Section II should be expanded to permit the Committee to form "technical" sub-committees which may be composed of individuals designated by members of the Senior Grain Transportation Committee. These subcommittees would have the same rights as the main committee including the right to obtain confidential cost data.

Discussion

- Responsibilities of the Senior Grain Transportation Committee include a number of areas which are highly technical in nature. For example, the car allocation system, input to costing reviews, etc. To ensure the Committee is able to fulfill its role, its members should be able to utilize the resources available to them, be it technical staff or independent consultants.

Section 12

- Duties and Functions

Amendment

- Add after 12(a)(iii) a clause (iv) which instructs the Committee to review the authority and responsibility for the functioning and operation of the grain handling and transportation system.

Discussion

- Bill C-155 fails to define the "shipper" in the grain system. This shortcoming was apparently recognized and the 21 member committee was established as a substitute for a

defined shipper. In all other major transportation systems it is clear who is accountable for the performance of the system.

- If the grain handling and transportation system is to become more efficient, then its authority and responsibility needs to be clearly assigned and delegated. We recommend the Grain Transportation Administrator be designated to sit on behalf of farmers as the "shipper".
- The Bill relies heavily on the use of awards and sanctions. If this system is to work there must be a clear delegation of authority and responsibility throughout the grain system.

Section 17 - Duties and Functions

Amendment - Strengthen Sect. 17(1)(f) by deleting "identifying means of."

Discussion - This clause should reflect the clear intention of the Government to strengthen the role of the Administrator in the grain system.

Clause 18(1)(c) - Duties and Functions

Amendment - Following the phrase "on the basis of tonnage" add "or on any other basis found to be reasonable."

Discussion - The Act need not limit performance objectives to a tonnage basis. Most objectives can and should be expressed in tonnage units but there is no need to limit the options at this time.

Clause 18(2) - Where Regulations in Force

Amendment - Clarify the jurisdiction of the Administrator over the grain handling aspects of the system.

Discussion - The authority of the Administrator vis-à-vis the Canadian Grain Commission has not been defined.

- Is this Act sufficient to give the Administrator power to apply sanctions to all participants, e.g. the Canadian Wheat Board?

Amendment - Identify the source of funding for awards and sanctions for participants other than the railways.

- Discussion - The Administrator does not have a source of funds which can be used to award or penalize participants other than the railways.
- Clause 20(2) - Implementation of Changes.
- Amendment - The Committee should be given 30 days to approve or refuse a proposed change. If the Committee fails to agree, the issue may be referred to the Minister or his appointee for a decision.
- Discussion - The Committee must play a greater role in the implementation of change in the system. As it is now worded, this clause would allow the administrator to ignore the Committee, particularly on matters where there is some disagreement. Since some disagreement is inevitable there needs to be a mechanism for resolution of disputes.
- Sections 21-28 - Performance Objectives Regulations
- Amendments - The development of the system of awards and sanctions should be assigned to the Administrator.
- The Administrator would invite input from interested parties and hold hearings if deemed necessary.
- Any appeals concerning the system of awards and sanctions could be made to the Canadian Transport Commission.
- The development of a system of awards and sanctions, should commence within six months of the passage of the Act and be completed six months thereafter.
- Discussion - The development of a system of awards and sanctions is important but very difficult. To place this task before Parliament would invite delay, make changes difficult, and limit the opportunity of those affected to be heard.
- As the intent is to apply awards and sanctions to all participants, there is a need to ensure this Act is sufficiently powerful so as to eliminate the problems of overlapping jurisdictions.
- It is important that the development of this system commence as soon as possible. However, it must be recognized that the clarification of authority and responsibility in the system is an essential first step (See Section 12).

- Section 29 - Annual Statement to be Submitted
- Amendment - This section should require that railways publish annually a detailed statement of source and application of funds.
- Discussion - Since neither the CNR or the CPR are separate corporated entities, the investment transactions of the railways are veiled from public view. With the passage of Bill C-155, the railways will receive massive infusions of public funds. The public has a right to know how these funds are utilized. It is recognized that the Committee will require access to confidential information to fulfill its monitoring role as laid out in this Section. However, there is a legitimate need for public disclosure regarding the disposition of public funds.
- Clause 30(1) - Investigation
- Amendment - A review of the car allocation system should be conducted jointly by the Senior Grain Transportation Committee and the Administrator.
- Discussion - Section 12(a) also contains a provision for the Committee to review the car allocation system. Therefore any such reviews should be coordinated between the Committee and the Administrator. The suggested amendments in Section 20 should also apply in this case to ensure that participants in the system play a greater role in shaping future changes.

PART II

RATES

- Section 34 - Crown Benefit
- Amendment - The definition of the "Crow Benefit" be augmented by the inclusion of the "Agricultural Adjustment Fund."
- Discussion - This brief proposes Double 80 which suggests inclusion of the "Agricultural Adjustment Fund" identified in the Gilson process in order to avoid dilution of the Crow Benefit to producers. However, there should be no phasing out of the "Agricultural Adjustment Fund" as Gilson proposes. This is tantamount to removing the Crow Benefit

from farmers, especially those whose emphasis is the export market.

Section 38 - Costing Reviews

Amendment - The periodic costing reviews should be conducted in public.

Discussion - These reviews will directly impact on farmers' costs and as such should be done in public. In addition, the commission should be required to produce a report comparable to those prepared by Carl Snavely to support their findings.

Clause 38(2)(a)

Amendment - The costing review should clearly separate costs incurred from costs not incurred.

Discussion - The present wording of this section encourages railways to identify future costs which they may or may not incur. Claims for costs not incurred by the date of the review should specifically be estimated and then monitored by the Commission under provisions of Section 29(2).

- In addition future savings should be identified in order to have these reflected in the future cost estimates.

Clause 38(2)(b)

Amendment - Delete, "in accordance with paragraph 276(3)(b) of the Railway Act."

Discussion - Section 38(2) of Bill C-155 specifies that the cost of capital rate for CN be set equal to the cost of capital rate set by the CTC for CP Rail.

- There are a number of problems with this section. First, it is the only part of S.276 of the Railway Act (Minimum Rate Provision) which is to be applied to grain; all other parts of S.276 are exempted (see S.34(2) of Bill C-155). Second, since the cost structures of CN and CP are different for other cost categories it is inconsistent to make the cost of capital component equal between the railways. In fact, there is at present a large difference in the cost of capital between the carriers primarily as a result of CN not being in a taxable position. Third, in the 1979 "Income Tax Decision", the CTC prescribed different cost of capital rates for CN as opposed to CP

for purposes of branch line subsidy applications. Fourth, the whole question of the appropriate cost of capital rate is currently under review by the CTC.

Clause 38(2)

Amendment - Add a clause (f) which instructs the Commission to reduce the cost base by the cost associated with any ancillary charges assessed by the railway.

Discussion - Bill C-155 does not preclude the railways from assessing ancillary charges such as stop-off charges on the movement of grain. It is therefore important that the costing review carefully develop the cost base in order to ensure the costs associated with activities for which ancillary charges are assessed are excluded from the rate base.

Clause 39(2) - Estimated volume related and line related variable costs.

Amendment - The Commission should publish a report explaining the results of its annual estimation and adjustments.

Discussion - Farmers will be paying a large portion of any increase and as such should be presented with sufficient information to allow them to understand the rationale behind the annual increases.

Clause 39(2)

Amendment - Estimates of costs and volumes should be audited annually.

Discussion - Between Costing Reviews, adjustments to the rates will be based on estimates of costs and volumes. This exercise should be supplemented by an annual audit comparing revenue received and costs incurred. Deviations should be investigated in order to improve subsequent years' estimates.

Sections 41-53 - Tariff of Rates

Section 41 - Rates

Amendment - After the word 'rates' add 'conditions of carriage, and ancillary charges related to the transportation of grain.'

Discussion - The definition of tariff contained in Section 34 includes conditions of carriage. Since conditions of carriage are

an integral part of the rates they should be treated together and subject to review by the CTC.

- The ancillary charges provide the railways with an opportunity to extract additional funds from grain shippers for the movement of grain. To ensure these charges are not abused, they should be included for consideration under the various provisions of these Sections.

Sections 48-49 - Joint Line Rates

Amendment - Delete Sections 48 and 49 which allow the railways to publish joint line rates.

Discussion - Section 48 permits the railways to charge higher rates in respect of joint line movements. This provision should not be implemented. Acceptance of higher joint line rates works against the principle of port parity.

Where the cost of the additional switch is not offset by savings elsewhere in the rail operation, Section 284 of the Railway Act is sufficiently powerful to alleviate the problem.

Most costs are being averaged. There is no reason why joint line movements require special treatment.

PART III

GOVERNMENT PAYMENTS

Clause 54(1) - Cumulative government share of the cost change.

Amendment - Delete reference to 31.1 million tonnes.

Discussion - The 31.1 million tonne "cap" contradicts the intent of the Act to encourage expansion of grain exports. The imposition of the "cap" serves to erode the producer's Crow Benefit and discourage increased production. At a time when competing countries are increasing their assistance to their agricultural sector Canada is taking steps to reduce its support.

Clause 54(1) - Maximum shipper share of the rate of cost change.

Amendment - Shippers' share of the rate of cost change should be limited to 4.5 percent in respect of 1986-87 and subsequent years.

Discussion - Railways are assured recovery of their costs. The trade is assured remuneration for all expenses they incur. The Government of Canada is protected by a set of 'Crow Benefit' amount and the initial inflation points. It is only the farmer who is left exposed. It is not unreasonable to offer the farmer protection against an extra 1.5% inflation.

Clause 54(3) and 54(4)

Amendment - Delete these clauses.

Discussion - These two sections allow the Federal Government to adjust downward their share of the 'cumulative share of the cost change per tonne'.

- The conditions under which this will be done are not specified.

Section 55

Amendment - This section should be amended to incorporate the Double 80 proposal described in the brief.

Discussion - Double 80 offers a compromise which meets the needs of Alberta's farm organizations.

Section 56

- CN Adjustment

Amendment - Supplement this section with a clause which states that CN must first demonstrate that for all grain transported they will not be adequately compensated and then demonstrate the need for additional compensation taking into account all factors affecting costs, not just additional mileage.

- Delete Section 56(4).

Discussion - This Section of Bill C-155 contains a provision for CN to receive additional funds to compensate for the greater distance to Prince Rupert, Ridley Island, and Churchill. The greater distance does not automatically lead to higher costs, particularly in the cases of Prince Rupert and Ridley Island. Given the available capacity on this route and very little port congestion, it is possible that car cycles and yard costs savings could offset the longer

distance. In a recent study Carl Snavely identified the additional compensation required by CN as \$3.2 million. This is considerably less than the \$14 million contained in the legislation.

Limitation On Shipper Share of Cost

Amendment - Appendix II describes an alternative procedure limiting the increase in costs imposed on the shipper by employing a value-of-service concept.

Discussion - The Appendix outlines an alternative approach to constructing a "safety net" for grain farmers. This approach ties the compensation received by the railways to changes in the price of grain. Such an approach has a number of advantages:

(1) The railway rates will vary.

(2) If the fixed per cent limit persists over time, it could cause the rate to become noncompensatory again. This creates a long term problem for the livestock sector and removes the farmers' incentive to improve grain transportation efficiency.

The approach advocated in Appendix II avoids the problem of "cross-over" which occurs because grain prices have historically risen at slower rates than have railway costs.

(3) It is able to take effect immediately.

(4) This approach does not require additional funds and thus opens opportunities to use these funds to achieve other objectives. For example, the reinstatement and continuance of the Agricultural Adjustment payment.

(5) The cost of capital used in determining the "Crow Benefit" included compensation for "business risk". That is, the risk of changing revenues with market conditions that occurs with value of service pricing. Rates set under the provision of this Act are strictly cost-plus and consequently protect the railways from the major element of business risk (volume is relatively stable). The proposal contained in the Appendix exposes the railways to the business risk for which they are being compensated.

COMMENTS AND CONCERNS

1. Review

- (a) 1985/86 is too soon to conduct a review. There will not have been sufficient time to assess the impacts of the proposed changes.
- (b) There is doubt that the farmer will be able to pay greater freight rates, therefore the Bill should limit the farmers' share of future rail cost increases to 4.5% and future reviews should determine whether it should be increased.
- (c) Many of the issues identified do not have to wait for a legislated review, nor should the review be limited to the Western Grain Transportation Act. Priority tasks such as the definition of the 'shipper' and the rate incentive issues could be addressed immediately.

2. Rate Structure

(a) Relationships to Costs

An examination of the proposed rate structure indicates that there is no taper in the rate structure over distance. In fact the proposed structure provides a greater constant rate of increase between mileage blocks for distances over 1200 miles than for distances less than 1200 miles. This occurrence is contrary to the normal structure of freight rates over distance and does not accurately reflect incremental railway costs. As this structure is adjusted over time with the successive application of an index to each rate level, greater discrepancies between long and short haul shippers will occur. Consequently, the greatest impact of this inaccurate rate base structure will be on farmers in the northern part of Alberta.

(b) Appeals to Changes in Rates

There is a need to both streamline and supplement the rate appeal mechanisms. The need for seven months notice is too inflexible. If the rate concession adversely affects a third party, then that affected party may appeal under S.23 of the National Transportation Act.

(c) Rate Arbitration

While the proposed regulations appear to provide protection for third parties affected by a lower rate, there is no provision to protect the 'shipper' who is captive to the railway. A process of rate arbitration would

protect the shippers as well as provide a forum to interpret agreements where disputes arise.

(d) Rate Changes

The review should give consideration to the 'productivity sharing' problem associated with Section 45 which allows the railways to publish lower rates. As it is now structured there is little incentive for the railways to offer lower rates. The periodic recosting of the rate base effectively takes the cost savings resulting from the elevator/railway improvements and averages them over all farmers and all delivery points. Consequently, the railways are able to only offer short term rate concessions.

3. Branch Line Subsidies

Section 64 amends Section 258 of the Railway Act. This change may be deficient. There may be some branch lines currently subsidized under S.258 of the Railway Act which do not meet the 'grain dependent line' criteria but still have sufficiently low traffic density to qualify for a subsidy. In particular the light density lines used for operations other than the movement of grain would be affected.

4. Omissions

The Act is silent on the federal government's commitment to branch line rehabilitation and hopper car supply. Who is responsible for these costs upon expiration of the Federal commitment which currently only goes to 1990 for rehabilitation and 1986 for hopper cars?

5. Performance Objectives

A properly functioning marketplace is the best system for rewarding good performance and penalizing poor performance. There should be a greater role the marketplace than envisioned in the Act. Two aspects of the proposed legislation cause concern. First, the system of awards and sanctions has a punitive connotation. In order to implement the program, the problems of overlapping regulatory jurisdictions and the vaguely defined authority and responsibility of participants needs to be resolved.

Second, the provisions to allow lower rates are insufficient to provide an incentive toward long term efficiency.

PREAMBLE: STATEMENT OF POLICY

1. Conflict Between Bill C-155 and
the National Transportation Act

STATEMENT OF POLICY

Conflict Between Bill C-155 and the
National Transportation Act

In 1967 the Parliament of Canada passed a new National Transportation Act. A review of the policy statement contained in Section 3 shows Bill C-155 to be in conflict with prevailing government policy.

First of all, Section 3(a) states that "regulation of all modes of transport will not be of such a nature as to restrict the ability of any mode of transport to compete freely with any other modes of transport." Obviously Bill C-155 restricts truck competition either on short or long haul grain movements.

Second and more serious is the conflict with Section 3(d)ii. This Section states that "each mode of transport, so far as practicable, carries traffic to or from any point in Canada under tolls and conditions that do not constitute (ii) an undue obstacle to the interchange of commodities between points in Canada or unreasonable discouragement to the development of primary or secondary industries or to export trade in or from any region of Canada or the movement of commodities through Canadian ports." As has been demonstrated, Bill C-155 represents an unreasonable discouragement to the development of Alberta's livestock and agricultural processing sectors.

The policy set out in the National Transportation Act is a national policy. Its principles should not be ignored when examining Bill C-155.

PART I - ADMINISTRATIVE MEASURES TO
FACILITATE THE TRANSPORTATION,
SHIPPING AND HANDLING OF GRAIN

- (1) Performance and Investment Guarantees
- (2) System Efficiency - Shipper
- (3) Incentive Rates

PERFORMANCE AND INVESTMENT GUARANTEES

Objective

To establish an environment which allows the railways sufficient revenue from grain movement to justify increased investment in the rail system in general and the grain system in particular and to obtain an ability within the system to move the projected volumes of grain in the future.

Guarantees

In attempting to identify the changes which the railways are able or could be able to offer, the discussion is broken down into a number of components.

Operational

(1) Service Guarantee

A service guarantee would logically be a commitment by the railways to ensure that grain gathering lines are provided with rail service on a regular basis according to the volumes of grain on the line, the number of delivery points etc. The railways could guarantee to provide a specific number of trips each year based on previous years information adjusted to reflect current conditions.

(2) Additional Use of Solid or Block Trains

Solid or block trains are trains that originate as a unit along a particular subdivision, and which are transported as a unit to destination. In order to operate such trains, it is necessary to restrict the originated cars in terms of only one destination i.e. unidirectional movements.

(3) Volume Guarantee

Projected volumes could be established for a 5 year horizon and revised annually so that the railways could plan to have in place the required capacity to handle projected volumes. However, at the beginning of a crop year, the interested parties could establish a realistic target volume of grain for sale and movement with the railways committing to move such volumes. (Rail capacity constraints could be a problem for the first year or two.) Volumes would be identified by destination and subject to some revision during the course of the crop year.

(4) Car Cycle Improvements

The car cycle times for grain cars are considerably in excess of car cycle times for other commodities. The railways could offer a guarantee to reduce the cycle times for grain cars. Because rail car cycles are determined by the total amount of time from one loading until next loading, the railways' responsibility is limited to the time period the car is under their control. Therefore, a car cycle guarantee could take two possible forms:

- (a) a guarantee on delivery time of loaded cars, or
- (b) a guarantee to move empty cars from destination to origin station requiring cars within a certain time period.

(5) Rail Car Availability

Under such an alternative, the railways would guarantee to make available on a year round basis, a minimum number of cars each week for each destination export port.

Investment

(1) Capacity Guarantee

A guarantee could be considered that based on some projections for grain movement in the future, the railways would have available to move these volumes sufficient rail cars, sufficient motive power and sufficient line capacity.

(2) Grain Gathering Lines

The railways could be asked to consider guaranteeing that the grain gathering lines would be maintained to an established standard (once rehabilitation program is completed) and that the lines would be operable on a year round basis.

SYSTEM EFFICIENCY

SHIPPER

When examining the role played by the railways with private manufacturing concerns, there is a group of people or person within the manufacturing entity

which is directly involved in arranging for the transportation of his product, the negotiation of rates, cost control, etc. When examining the responsibilities of the parties involved in shipping grain in the grain handling and transportation system, it is apparent that there is little accountability or responsibility from any party with regard to acting as the grain shipper. The objective is to have a least cost grain system which benefits all participants. Following is a brief description of the functions of each group or organization involved in the grain system.

1. Grain Producers

There are approximately 150,000 producers farming 45 million acres of crop land spread over 150,000 square miles in Western Canada. The producer is responsible for allocating the amount of land he will devote to crops and the amount to each particular crop each year.

2. Grain Handling Companies

Grain companies operate the country elevators which are the sites of the first major trans-shipments made in the system, receiving grain by truck from producers, storing it temporarily and loading it into rail cars for shipment to a port or other destination.

The elevator manager weighs the grain as it is trucked in, samples it, assigns grade and dockage, and issues a negotiable cash ticket for the purchase.

Procedures are as laid down by the Canadian Grain Commission, the official regulating agency for the trade. The Commission specifies dockage and shrinkage (handling loss) allowances, elevator storage rates, and grading parameters.

3. Railways (CP Rail, CN Rail)

The railways have always provided the sole transportation link for grain between the primary elevator system and the export terminals of Western Canada.

They are required by statute to provide this service at rates set by Parliament (Crow's Nest'' rates).

Within the operation of the block shipping system, the railways are responsible for:

distributing empty cars between blocks in accordance with the Canadian Wheat Board's shipping program.

- placing cars at elevators in accordance with the grain companies' allocating of shipping orders.
- moving the loaded cars to terminals as designated.
- the supply of cars: formerly exclusively a railway responsibility, it has been increasingly shared by the federal and provincial governments in recent years with their provision of funds for rehabilitation of older box cars and purchase of new hopper cars.

4. Canadian Wheat Board

The Canadian Wheat Board, as now constituted, was established as a Crown Agency by the Canadian Wheat Board Act of 1935, with headquarters in Winnipeg. According to the Act, the Board is responsible for 'marketing in an orderly manner, in inter-provincial and export trade, grain grown in Canada.' (In 1935, grain was defined as wheat, but a 1949 amendment to the Act included barley and oats.) It reports to a federal cabinet minister.

Its three principal objectives are:

- market as much wheat, oats and barley as possible at best possible prices,
- provide price stability within a crop year to producers of these grain
- ensure each producer, each year, a fair market share.

5. Canadian Grain Commission

The Canadian Grain Commission is a regulatory, research and administrative agency established under successive Canada Grains Act (1912, 1930, 1971), with headquarters in Winnipeg. It is responsible to the Canadian Minister of Agriculture.

Its objectives, as defined in the Act, are '...in the interests of the grain producers, establish and maintain standards of quality for Canadian grain and regulate grain handling in Canada to ensure a dependable commodity for domestic and export markets.'

6. Grain Transportation Authority

The Grain Transportation Authority (GTA) chairs the weekly transportation meeting involving the railways, CWB, grain companies and GTA for the negotiation of car supply for following weeks.

In addition, key responsibilities of the GTA include:

- allocating the total grain car fleet between board and non-board sectors and between various parties in the non-board sector
- developing car allocating formulae to facilitate car allocation
- determine the required car fleet and to seek to ensure it is available
- develop a comprehensive and readily intelligible information system
- prepare and issue reports outlining the performance of the grain handling and transportation system.

Criteria for a Shipper

From the above description of organizational responsibilities, it is apparent that a fragmented structure exists in relation to responsibility for shipping grain cars. No one organization acts as a shipper with responsibilities similar to those exercised under a normal business arrangement.

As well, each group has its own particular interests. For instance, each participant traditionally have sought to have service organizations help them sell and transport their grain to the major markets. In view of this, they will want to set the policy for grain transportation, but not be responsible for the actual physical handling. Another organization, the Canadian Wheat-Board, is responsible for Board sales of grain, transportation and quotas on both Board and non Board grains. These many responsibilities in different areas combine to create internal conflicts of interests for the Canadian Wheat Board.

Bill C-155 fails to define the shipper in the grain system. If the grain handling and transportation system is to become more efficient, then its authority and responsibility needs to be clearly assigned and delegated. The shipper must have the following criteria:

- (1) Must be responsive to the views of all concerned parties, i.e. grain companies, producers and the CWB, be accountable to them for its actions, but ultimately be responsible to producers for the least cost system. Must not have a conflict of interest.

- (2) Must have the power to negotiate rail and truck rates or rate discounts for efficiency improvements and would also be responsible for paying the railways.
- (3) Must have the power to negotiate other changes as required to improve system efficiencies.
- (4) Must have the power to allocate transport requirements among competing transport modes.
- (5) Must have the authority to monitor performance and assess penalties for non-performance, whether it involves railways, CWB, grain companies or other responsible parties.
- (6) Must have the authority to convene an arbitration process if the negotiation/consultation process fails.
- (7) Must act as a forward planning body and, therefore, must have the power to obtain the required information on which to base its planning process.

Options Available

There are a number of agencies or organizations that could be responsible for shipper duties. They are ranked according to Alberta's criteria and are as follows:

- (1) Grain Transportation Authority (GTA)
- (2) Grain Companies
- (3) Direct Farmer Organization
- (4) Canadian Grain Commission (CGC)
- (5) Canadian Wheat Board (CWB)

There is no one group above that could assume the duties of a shipper or meet the criteria without major changes to legislation and to the interface with remaining system participants.

Some of the institutional changes required for each of the above options to assume the duties of a shipper are listed below along with the advantages and disadvantages of the organization becoming the shipper:

- (1) Grain Transportation Authority (GTA)

Changes required:

- (a) The block shipping system and car allocation of board grain would have to be transferred from the CWB to the GTA. In such a case, the CWB would be essentially a marketer of grain supplying sales information either to GTA or grain companies.

- (b) To simplify procedures, the CWB could purchase grain in-store terminal and let either GTA or grain companies handle responsibility for quotas.
- (c) While GTA currently monitors performance of some system participants, this role would have to be expanded and it would also require authority to assess penalties as required.

Advantages

- (1) The GTA is an independent neutral body with no vested interests from a shipper perspective.
- (2) The GTA would be an outside participant and therefore better able to monitor the performance of other system participants.
- (3) The GTA already has access to a large information base on which to base a forward planning and monitoring system.
- (4) The GTA is already handling the forward planning as it relates to car requirements and projected movements.
- (5) The GTA has shown itself to be exceptionally capable of negotiating system improvements i.e. rapeseed car pooling, Churchill interchange agreement.

Disadvantages

- (1) At the moment the GTA is responsible to the federal Minister of Transport and thus would have difficulty representing producer interests.
- (2) It appears that a number of grain companies have questioned the GTA's objectivity. This could hamper its effectiveness in operating as a shipper if it does not have co-operation of all grain companies.
- (3) There appears to be a conflict between GTA and CWB which could also affect its performance as a shipper.

2) Grain Companies

Changes required:

- (a) The block shipping system would have to be transferred from CWB to the grain companies.

- (b) The CWB would no longer be responsible for board grain car allocations. Grain companies need for cars would be handled directly with the railways. Similarly, there would be no need for GTA to allocate cars between board and non-board grains.
- (c) The Canadian Wheat Board would now probably purchase grain in-store at a terminal rather than in the country. Requirements for board grains would be communicated by the CWB to grain companies or shared among the companies in relation to country supplies or some other parameter.
- (d) The quota setting responsibility could then be delegated to individual grain companies with each company establishing quotas at a level needed to attract grain in competition with other companies.
- (e) The grain companies would negotiate rail rates and/or rate discounts directly with the railways.

Advantages

- (1) The grain companies are more directly responsible to farmers than any of the other alternative groups.
- (2) More aggressive selling should result in higher quota levels and a greater degree of competition at least in the non-board sector.
- (3) The grain companies would deal directly with the railways for car supply thus requiring no intermediate agency such as the GTA or CWB to ration or allocate cars.
- (4) The grain companies have most of the information available on which to base forward planning although an element of co-operation between companies may be required to obtain the most effective planning process.

Disadvantages

- (1) The grain companies have a vested interest in forward planning and therefore may have difficulty co-operating with railways. Historically grain companies always request more cars than they can effectively use.
- (2) As the grain companies would now be a major participant in the system, it is questionable whether they could objectively monitor their own performance in terms of a penalty/bonus system.
- (3) Since the grain companies would now be major participants in the system, it may be difficult for them as shipper to indicate a priority for system changes required to increase efficiency.

(3) Direct Farmer Organization

Changes required:

- (a) The block shipping system and board grain allocation and the car allocation between board and non-board grain would have to be transferred from the CWB and GTA respectively.
- (b) This new organization would require the authority to negotiate rail rates and/or rate discounts directly with the railways.
- (c) This organization would require the authority to monitor the performance of system participants and to assess penalties.
- (d) This organization would have to represent the views of producers, grain companies and the CWB. It could perhaps have a Board of Directors which would represent the aforementioned groups.

Advantages

- (1) This would be a new organization, neutral in its approach and with no pre-conceived biases.
- (2) As this organization is not a direct participant in the system, it would be able to monitor the performance of other participants in a neutral, independent manner.
- (3) This new organization would have no links to the federal government as the above alternative organizations currently do. (except of course, the grain companies)

Disadvantages

- (1) The new group would be another organization involved in the grain system thus necessitating an additional level of interface unless of course, the GTA disappears.
- (2) Unlike the GTA, this new organization has no previous record in negotiating system changes.
- (3) Initially, it would have to build up a level of working expertise and a data base on which to conduct a forward planning program--a time consuming job.

(4) Canadian Grain Commission (CGC)

Changes required:

- (a) The block shipping system and board grain allocation responsibility would have to be transferred from the CWB to the CGC.
- (b) The non-board/board allocation function would have to be transferred from the GTA to the CGC.
- (c) The CGC would require the authority to monitor performance of system participants and to assess penalties as required.
- (d) The CGC would require the authority to negotiate rail rates on behalf of producers.

Advantages

- (1) The CGC is a federal organization already involved in grain industry and therefore no new organization would be required to be set up to act as a shipper.
- (2) Because the CGC is not involved as a participant in the collection of grain, allocation or transportation of cars, it should have no vested interests to protect. Therefore, the organization should be viewed as being neutral.

Disadvantages

- (1) At the moment the CGC is responsible to the federal Minister of Agriculture and thus could not represent producer interests.
- (2) The CGC may have difficulty reflecting the views of the grain companies and the CWB in its role as a shipper.
- (3) The CGC does not have an adequate information base at the moment on which to base its shipper responsibility for forward planning.

(5) Canadian Wheat Board (CWB)

Changes required:

- (a) Car allocation authority for non-board grains would have to be transferred from GTA back to CWB.
- (b) The CWB would have to obtain authority to negotiate rate discounts for volume shipments etc. for all shippers.

- (c) The CWB would have to become more accountable to producers by changes in its reporting responsibilities i.e. it now would be representing farmer interests.
- (d) The CWB would require authority to monitor performance of system participants and to assess penalties as required.

Advantages

- (1) The block shipping system is currently under the authority of the CWB.
- (2) The GTA would no longer be required thus reducing the number of participants in the system.
- (3) Since the CWB is a major marketer of board grains, it would have a great deal of leverage in negotiating freight rates with the railways.
- (4) Because CWB has quota setting responsibility, less co-ordination would be required between sales, grain collection and car allocation.

Disadvantages

- (1) The CWB has shown in the past a reluctance for accountability to producers and this may be true in the future.
- (2) The CWB is too secretive thus opening to question its responsibility for system performance and appropriateness of penalty assesment.
- (3) Since CWB is a major participant, it may be difficult to pass judgement on its own performance.
- (4) The CWB has been accused in the past of not being neutral in its car allocation duties between the board/non-board system.
- (5) The CWB has in the past shown a reluctance to act as a catalyst in streamlining system efficiency. This would prevent it from undertaking a role in negotiating system improvements.
- (6) Also as shown by past performance, the CWB is a poor forward planning body and this is a prime responsibility of a shipper organization.

INCENTIVE RATES

In the general case, incentive rates are (or would be) lower than single car rates reflecting today's modus operandi; they seek to encourage the shipper to tailor his shipping patterns in a manner that lowers the cost of carrying traffic.

Incentive rates could be prescribed by Government in a manner somewhat analogous to the existing grain rates or they could be worked out between shippers and the carriers. In the latter event, an upper limit on single car rates could be established by regulation to protect the shippers who are unable to benefit from the incentive rates.

Multiple-car minimums can enable the railway to offer discounts to the shipper, as the resources expended to gather a multiple-car shipment of a given size are considerably less than would be expended in gathering a like number of individual cars.

Any action that a shipper can take to reduce the work done by the railway can theoretically be grounds for an incentive rate for the shipper. Dedicated trains, timely loading or unloading, minimum number of cars per shipment, regular loading or unloading schedules, shipper provision of cars, etc., are all actions for which a shipper can be rewarded in the form of an incentive rate; any or all of these actions (as well as others) can be incorporated in a rate structure. However, such rate concessions should be made available on a non-preferential basis, i.e., to all shippers capable of adjusting their operations in a particular manner.

All types of incentive arrangements are possible; the most important point is to determine the needs of the shippers and the grain system and to work towards the lowest operating cost of moving the goods. A suitable rate, consistent with the conditions attached to it, can then be designed. Since there are apparently no provisions attached to the rates as today there are numerous alternative operating arrangements which could improve the economics of grain movement.

Most importantly, incentive rates can be used to improve the level of service presently offered to grain farmers. This can be done at lower cost and within the current rationalization plans of grain companies.

Part II - Rates

1. Level of Compensatin to the Railway
2. Confidentiality of Railway Costs
3. Costing of Ancillary Charges
4. Inclusion of Containers

Level of Compensation to the Railways

The exercise of measuring the cost of transporting grain by rail is not a precise science and requires as much informed judgment as statistical analysis. It is, therefore, not surprising that there is a great deal of controversy surrounding the determination of a fair level of compensation for the railways.

As a starting point, the attached table provides a comparison of grain revenues with non grain revenues. When compared to system average revenue levels, it can be seen that grain is very close to the average. If the costs of the solely related grain branch lines are removed, the grain revenue is somewhat less than the system average.

Given that grain is a low value bulk commodity a revenue level below system average is to be expected. The higher than expected revenue level for grain could be due to Mr. Snaveley's treatment of a number of costing issues.

1. Cost of Capital - This is a complex problem which is currently being examined by the C.T.C. Depending on how the various issues are resolved, the cost impact could be quite substantial. For example, a one percentage point change in the cost of capital would cause a 4 million dollar change in the cost of transporting grain in 1980.

One of the key issues which is being addressed in this CTC review is whether CP and CN have the same cost of capital. Section 38(2) of Bill C-155 states that the CP cost of capital will be used for CN.

Bill C-155 also impacts on the risk factor which offsets the cost of capital. By guaranteeing the railways cost plus 20 per cent, the railways are protected from an important element of business risk. This problem would be eliminated if Alberta's concept of a safety net were adopted.

2. Constant Costs - The setting of a contribution to overhead is, in the absence of the normal railway rate setting environment, an arbitrary process. However, there are a number of factors which need to be considered in setting the contribution level:

(a) If grain made no contribution whatsoever to covering constant costs the railways would be no better off or worse off with or without grain.

(b) The purpose of the contribution to constant costs is not to pay for the movement of grain but to provide to the railways an incentive to make grain related investments or to provide an adequate level of grain traffic service or both and to be fair to the shareholders of the railways. Consideration, therefore, should be given to the fact that the funds for branch line upgrading and hopper car purchases will not be a railway responsibility until some time in the future.

(c) The level of contribution for grain should not be affected by whether or not the railways overall rate of return is less than their claimed cost of capital. To do so is to assume that grain is the only commodity responsible for this.

(d) The level of contribution for grain should not be affected by railway capital requirements for track expansion. It is important that grain pay its way but all commodity movements, both existing and future, plus railway borrowings will finance capital expansion.

(e) There is no need to pay a contribution on line related costs. These costs are taken directly from the railway's accounting records and are total costs (variable plus fixed).

3. Normalized Maintenance - These are cost estimates of what should be spent to maintain branch lines versus what was actually spent.
4. Branch Line Rehabilitation - Bill C-155 precludes the railways from claiming a cost of capital on assets provided by government under the branch line rehabilitation program. Alberta contends that this is the proper treatment of this cost.

Comparison of Grain and Non-Grain Revenue

By Input Unit, 1980 Data in Millions

	<u>Grain@4.5</u> <u>times Crow</u>	<u>Grain less</u> <u>Line Cost</u>	<u>Non-Grain (total less</u> <u>Traffic one Crow)</u>	<u>Ratio Grain</u> <u>-v- Non-Grain</u>
Revenue	\$584.460	473.822	\$3606.466	
Train Miles	8.640	8.640	53.737	
Loaded Car miles	375.223	375.223	2241.744	
Tons	29.205	29.205	176.897	
Revenue/Train Mile	67.64	54.84	67.11	101%
Revenue/Car Mile	1.56	1.26	1.61	97%
Revenue/Ton	20.01	16.22	20.39	98%

Confidentiality of Railway Costs

The current Crow rate proposal by the federal government is founded on a calculation of the total railway costs involved in moving grain. This calculation is made by the railways and submitted to the Canadian Transport Commission who then establishes the Crow Rate. Since a key item in establishing the rate is railway costs, the government of Alberta believes that all pertinent railway costing data should be made available for public inspection. Even imputing the best of intentions to the railways, they naturally make assumptions on costing which favour their point of view. Economists representing farm groups, grain companies, the Provincial governments and others should have the opportunity to question these assumptions to ensure a fair and just rate results. Unfortunately, the Railway Act (Section 331) makes the disclosure of railway costing information illegal without approval of the Minister of Transport.

Since neither the CNR or the CPR are separate corporate entities, the investment transactions of the railways are veiled from public view. With the passage of Bill C-155, the railways will receive massive infusions of public funds. The public has a right to know how these funds are utilized. It is recognized that the Committee will require access to confidential information to fulfill its monitoring role as laid out in this Section. However, there is a legitimate need for public disclosure regarding the disposition of public funds.

Much of this information is available on what accountants call a 'Sources and Uses of Funds Statement'. This simply shows how the railways got their money and what they did with it. It compares the position of the railway's accounts last year and this year and includes an analysis of any changes. This would show whether the railways were investing to maintain prairie branch lines or increase capacity through the mountains. It, together with other traffic data such as number of carloads, number of tons etc., could be used to determine if the costs allocated to grain traffic were reasonable. Without this kind of cost disclosure, the public will never be certain that public money is being properly spent.

Costing of Ancillary Charges

Ancillary charges are levied on grain traffic for services over and above the actual roadhaul rate. Examples of such charges are milling-in-transit, storage, diversion etc. Snively noted in his report that CP studies indicate that for every grain car stopped-off 1.3 cars are required outbound to carry the processed goods. However, Snively did not include the cost of the additional cars or their handling in his rate calculation. He argued that these additional costs were not part of the grain rate and should be charged separately. It is expected the railways may attempt to increase their ancillary charges for grain to compensate for costs above the average cost Snively allowed.

These increases should be opposed unless the railways can prove Snively's contention that he has excluded the costs from the line-haul rate. For example, switching costs at a terminal must be divided equitably between that switching regularly done and that done for milling or storage. For example, all switching costs may be included in the line-haul rate calculation. Likewise, if demurrage is charged the car day costs must be purged from the line haul rate before being included in the ancillary rate.

Inclusion of Containers

With the addition of new crops and the closing of many branch lines it becomes more and more necessary to increase the transport options available to farmers. One such option would be to allow farmers to ship via container and still participate in the Crow rate. In some special circumstances, this could provide reduced handling charges and better service to shippers.

GOVERNMENT PAYMENTS

1. Production Protection
 - (i) Volume Cap
 - (ii) Inflation sharing
2. Double 80 Solution
3. CN Adjustment Payment

PRODUCER PROTECTION

In return for an improved and efficient grain transportation system, farmers are being asked to assume a larger share of railway costs in the future than they have had to under the present Crow Rate. Specifically, Bill C-155 proposed that farmers be responsible for the first 6 per cent of inflation after 1985-86, and that beginning immediately, they also be responsible for all costs of transporting grain above a 31.1 million tonne base.

Alberta's concerns with the proposals contained in Bill C-155 are:

1. increasing farmers' exposure to financial risk by having them responsible for the first 6 per cent of inflation, rather than the 4-1/2 per cent recommended by Gilson, is not taking proper account of farmers' ability to pay.
2. having farmers responsible for all costs on grain shipments beyond 31.1 million tonnes creates a disincentive to the increased production and marketing that would enable the producer to pay higher transport costs.

Alberta recommended that:

1. the proposal to have farmers be responsible for the first 6 per cent of inflation be altered, returning it to the level of 4-1/2 per cent as recommended by Gilson;
2. the cap of 31.1 million tonnes on volumes eligible for the Crow Benefit be removed.

THE DOUBLE 80 SOLUTION

The Double 80 Solution relies upon the so-called freedom of choice concept insofar as it represents an opportunity for producers to choose whether or not they receive all or a portion of their basic entitlement. They may receive their Crow Benefit in cash or have that benefit paid directly to the railways on their behalf. An account would be established in each producer name through the Western Grain Stabilization Administration. The reference to 'double 80' arises from the limit of 80% placed upon the amount of Crow Benefit available for producers' choice, and from the limit of 80% placed upon any entitlement based upon acreage adjusted for productivity. Both of these 80% restrictions serve to limit dilution of the Crow Benefit.

A. AMOUNT AVAILABLE FOR PRODUCERS' CHOICE

1. The Crow Benefit is defined as the 1981-82 railway revenue shortfall or \$651.6 million.

Twenty percent of the basic Crow Benefit, \$130.3 million would be paid directly to the railways, leaving 80% or \$521.3 million as the amount available for distribution as the producers' entitlement.

While Bill C-155 does not now contain provision for an Agricultural Adjustment Fund, it can and should be reinstated under a method of payments system which provides for other than complete payment of the Crow Benefit directly to the railway.

To this resulting amount would be added the cumulative government share of the cost change, so that the total amount of funds available for producers' choice (P) is defined as follows:

$$P = 0.8C + A + G \quad \text{where } C = \text{Crow Benefit}$$

$$A = \text{Agricultural Adjustment}$$

$$G = \text{Cumulative Government Share of Cost Change}$$

In an example year, the total amount available for producer choice of distribution might be:

$$\begin{aligned} P &= (651.6 \times .8) + 40.0 + 50.0 \\ &= 521.3 + 40.0 + 50.0 \\ &= 611.3 \text{ million} \end{aligned}$$

Measured in per tonne terms, the basic gross entitlement would be $P/\text{Total Eligible Tonnes}$ where Total Eligible Tonnes are total recorded marketings under WGSA in the previous year*, perhaps

* the denominator could also be estimated marketings for the current year.

\$611,300,000 or \$16.98 per Tonne
36,000,000 Tonnes

Thus, the total Crow Benefit applicable to grain produced in Western Canada consists of the amount available for producer choice, or \$16.98 per Tonne, plus the amount paid directly to the railways, which can be assumed to be \$130.3 million/Tonnage moved by rail, --or $\$130.3/31.1 = \$4.20/\text{Tonne}$.

B. DETERMINATION OF INDIVIDUAL PRODUCER ENTITLEMENT

Two different levels of entitlement would be established for each producer:

- (1) One which reflects eligible acres, adjusted for productivity, factored by a proportion of 80%. Eligible acres would be obtained from municipal tax rolls; productivity would reflect regional or local crop insurance data.
- (2) One which is established by the record of actual marketings of the six major grains in the previous crop year as maintained by the Western Grain Stabilization Administration.

The difference between these two figures would be a function of marketing patterns or constraints, weather conditions, or production choices. In any one year the producer would be entitled to the larger of the two amounts. His choice would be exercised on either an acreage based entitlement (factored by 80%) or a proven marketings base, as established by the WGSA. (It is possible to provide for an appeal of the WGSA figure where the producer can document marketings not recorded by the WGSA system).

An example producer might have the following choice of entitlements in any one year:

(a) Acreage base

_ (500 acres x .6 Tonnes per acre) x 80%
_ 240 Tonnes

(b) Marketing base (WGSA records)

_ 310 Tonnes

In this particular year, the computer would automatically choose 310 Tonnes as the basic Tonnage for which entitlement is applicable, and calculate his entitlement as 310 Tonnes x \$16.98 per Tonne = \$5,263.80. In another year, when marketing, production, or weather conditions inhibited marketings, the larger eligible Tonnage could be that resulting from the acreage base, in which case he would be limited to 240 acres x \$16.98 per Tonne = \$4,075.20.

The producer entitlement would be further adjusted by a freight factor to reflect distance from the nearest port.

C. DISTRIBUTION OF ENTITLEMENT

The administration of the system would be similar to that envisioned by the so-called "freedom of choice" option, the essentials of which involve:

- (1) A declaration by the producer each year of the manner in which he wishes to receive his share of the Crow Benefit, i.e. in cash or in credits toward railway freight payments
- (2) The recording in the Canadian Wheat Board permit book of each producer's
 - (a) declaration
 - (b) total amount of entitlement as calculated by the WGSA
- (3) The administration of producer accounts by elevator companies under the supervision of the WGSA, including accounting for:
 - (a) the reduction of credits for each shipment
 - (b) the withdrawal of cash (permissible on a pro-rated basis only at the end of each quarter)
- (4) A requirement of the producer to pay full cost of freight where he has elected to withdraw his entitlement in cash or where he has shipped a tonnage of grain exceeding his entitlement
- (5) Provision for a producer to withdraw unused entitlement in cash at the end of the crop year
- (6) A definition of producer that is restricted to Canadian Wheat Board Suffix A permit holders

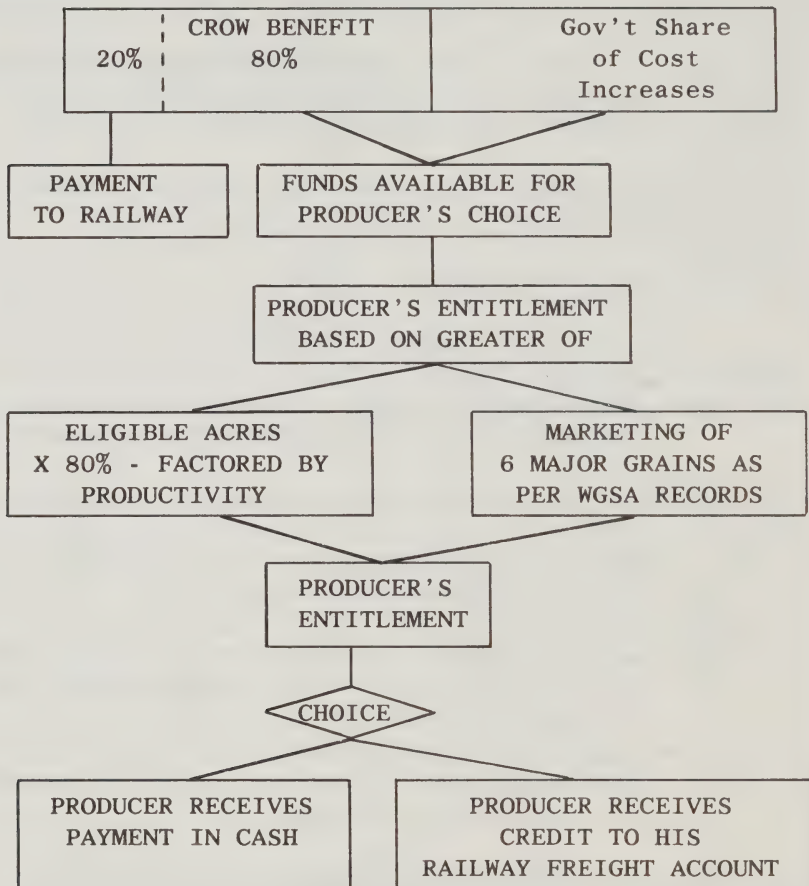
Figure I
“DOUBLE 80”

SECTION A
FUNDS AVAILABLE

SECTION B
DIVISION OF FUNDS

SECTION C
PRODUCER'S
ENTITLEMENT

SECTION D
PRODUCER'S
CHOICE



APPENDIX "TRPT-270"

August 11, 1983

Mr. Maurice Dionne, Chairperson,
Standing Committee on Transport,
House of Commons,
Ottawa.

Mr. Chairperson and Committee Members:

I am writing on behalf of the Inner City Committee for Rail Relocation, Incorporated, of Winnipeg. We are a group of citizens and community workers who have been meeting regularly since 1979 with the goal of seeing the CPR marshalling yards removed from the inner city of Winnipeg.

As a group of urban dwellers we do not assume to speak for any rural population or interest group nor make pronouncements on what should be done with regard to changing the Statutory Crow Rate.

However, we do have a recommendation should the Crow Rate be changed and more funds accrue to the railroads.

We note that the President of the Canadian Pacific Limited, Mr. W.W. Stinson, in an article in the Globe & Mail on Monday, April 4, 1983 refers to the massive capital investment in modernizing the western railway network which his company plans to inaugurate as soon as the new Crow's Nest Pass freight rate legislation is approved by Parliament.

The article also points out that, in addition to the relief provided by the legislation, the Federal Government is also providing substantial interim payments. The federal government is committed to payments of \$313 million, divided 50-50 between CP Rail and CN Rail, for grain movements losses in the crop year which ended on July 31st, 1983.

It would also appear that the bulk of the new capital investment is to be concentrated in the Western sections of the rail system with very little, if any, in Manitoba.

At a meeting between our committee and the Hon. Lloyd Axworthy on Dec. 17, 1982, Mr. Axworthy suggested that the Government could require the CPR to relocate their Winnipeg yards and mainline as part of their modernization program. It would appear that from the substantial concessions being granted to the railroad, in addition to direct financial aid from taxpayer sources, that such a requirement would not be unreasonable.

Time is passing and core area residents and citizens generally are experiencing increasing frustration due to the inability to secure anything more than lip service from the different levels of government when dealing with this rail relocation issue which is so important to the future of the city.

We might add that the City is proceeding with plans to reconstruct the Salter Street bridge at a capital cost two or three times that estimated in the Dillon Report on which so many people appear to rely for their information on the relative cost of relocation as opposed to bridging the CPR yards.

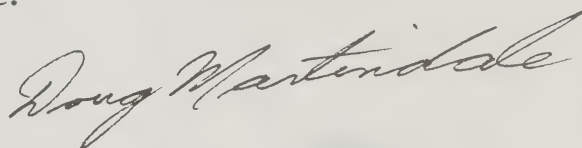
As residents of Winnipeg, we are concerned with the viability of our city. It is obvious that as long as the cancerous blight of the CPR yards remains, the revitalization of our inner city is next to impossible. We need to attract new investment to our core area. We note that Mr. Stinson and the CPR are also interested in investment and especially their return on it. He said, in the same article quoted above, that, the new administrative price system for compensating the railways for moving export grain will mean "a return of around 12 percent on rail operations, against around 7 per cent of present." We believe, as the Hon. Cyril Keeper said in the House on June 16, 1983 that "investment must serve social justice, not simply private interests and private property." This is a social justice issue because the CPR yards "have a detrimental impact on inner city neighbourhoods in which the poorest of our citizens live." (Hansard June 16/83 p. 26423). New bridges spanning the yards continue to carve up inner city neighbourhoods and thus destroy communities which have been built up over eight or more decades. The latest casualty was a combined day care centre and senior citizens club which was recently demolished for the new Salter bridge. But these facilities have not been replaced, thus causing considerable disruption and distress.

The CPR has been treated extremely generously by Canadian taxpayers since its founding, a subsidy of land, mineral rights

and concessions estimated at at least \$11 billion. Winnipeg taxpayers are still subsidizing the shareholders of the CPR in the amount of \$500,000 per year due to their tax holiday in the City of Winnipeg. The Province of Manitoba, supported by the City of Winnipeg, plan to end this soon through legislation already introduced by the Province.

We believe that the CPR cannot have it both ways. They want a fixed statutory rate changed but do not want to change tax concessions which were also agreed to "in perpetuity".

In conclusion, if there are changes to the Crow Rate and the railways receive increased compensation for hauling grain, we recommend that the CPR be required to modernize its system by relocating their yards outside the City of Winnipeg. Not only would this be an investment in social justice but probably a good investment for the CPR, as well.



Doug Martindale,
Secretary,
Inner City Committee For
Rail Relocation

c.c. Hon. Lloyd Axworthy
Hon. Cyril Keeper

APPENDIX "TRPT-271"

SUBSIDIES IN GRAIN PRODUCTION



Kai Consulting Inc.

The following study was commissioned by the Manitoba Department of Agriculture. It calls for a detailed documentation of direct and indirect subsidies to grain farmers in Western Canada to be compared with similar measures in the United States and Western Europe. The objective is to examine and assess grain subsidies over a number of consecutive years to determine their long-term function and impact.

SUBSIDIES IN GRAIN PRODUCTION**1972 - 1981**

A Comparison Amongst Canada,
the United States, and the
European Economic Community

FINAL REPORT

Prepared by
Hans J. Kieferle
KAI Consulting Inc.,
Box 4687, Station E,
Ottawa, Ontario,
Canada

July 1983

(c) Kai Consulting Inc., 1983

SUBSIDIES IN GRAIN PRODUCTION

1972 - 1981

TABLE OF CONTENTS

Introduction.....

The Issue.....

The Method.....

The Results.....

Proportional Subsidies.....

Subsidies per Tonne.....

Impact of Subsidies: A Comparison.....

Grain's Role in Agricultural Exports..

Results of Other Studies.....

Tables.....Appendix

Introduction

From a grain producer's perspective, what matters about government policy is its net impact on the return to his factors of production. There is a host of such policies --some altering farmers' output prices, others his input costs. The problem is that some well-intended measures may turn out to be either redundant or of dubious merit. Who would insist, for example, that, in the face of large-scale export shipments, an "overvalued" currency affects farmers adversely? Although it may depress output prices artificially, it also helps producers by lowering the prices they pay for (internationally) tradeable inputs. Or, when it comes to government measures aimed at one group but indirectly affecting others, who is to say how benefits are to apportioned?

There is still another category where originally good intentions by the government now backfire. The statutory rail freight rate on Western Canadian export grain (the Crow Rate) provides an example. Throughout the period of low inflation, grain farmers' benefits from it were only nominal. Now, experts inform us that the foregone railway earnings--for having to haul grain at

fixed rates for nearly sixty years--may soon approach nine times the amount railways collect from producers. The Canadian government announces its intention to change the rate, and pay from public funds approximately five times as much, or about \$650 million a year--"in perpetuity". This, farmers are assured, is a generous subsidy to grain producers. But, is it? Are there less controversial, and at the same time, more effective ways of "subsidizing" grain farmers? Indeed, how much are Western Canadian grain farmers being subsidized, and are the amounts in line with what producers elsewhere get?

One useful way in which to examine some of these questions is by comparing grain subsidies in a number of countries. If the results of such a comparison prove to be controversial, the exercise will nevertheless demonstrate an important principle: subsidies are best examined in a comparative sense. If one country's transfers are much more generous than another's, the competition will complain. By the same token, grain producers in the latter country are bound to exert pressures on their government to obtain roughly the same treatment as that enjoyed in the former.

The Issue

Conventional wisdom has it that producer subsidies tend to undermine economic efficiency, and lead to higher prices. Without such transfers--so the reasoning goes--uncompetitive producers are weeded out and everybody benefits. Market forces see to it that revenues and costs balance at their lowest competitive level.

Yet subsidies--in whatever guise--continue to play a significant role in many spheres of economic activity. Agriculture is no exception.

The present review focuses on grain production. Subsidies, either by way of prices or other mechanisms, in Canada, the United States, and the E.E.C., are an integral part of grain producers' realized revenues. This agricultural sector provides for a fascinating paradox: although North American grain farmers set the standards for efficient, low-cost production, grain prices frequently fall well below unit costs. Governments try to minimize its consequences on producers' returns by a variety of measures.

Clearly, if the effects of grain subsidies were confined to the country which pays them (i.e., if domestic grain production were entirely consumed at home), the debate over the merits of such transfers would likely center largely on whether other sectors in the economy receive similar treatment. But roughly 80% of Western Canadian and 60% of U.S. wheat (for example) is exported. Grain subsidies, in other words, have world-wide repercussions. Above all, practices in one exporting nation are carefully watched in others.

Stabilization measures notwithstanding, grain prices rise and tumble as few non-agricultural prices do. For example, 1976 Canadian wheat prices were 35% lower than in 1973. By 1979 they had recovered, and settled at about 6% above the 1973 level. It seems that climate--good weather--more than anything else determines supplies, which in turn govern prices. Attempts by some nations to restrict output are immediately tempered by that country's desire to maintain its share of the international market. The three countries (or trading blocs) considered in the present report account for roughly four-fifths of the 102 million tonnes of wheat exports recorded in 1981--and valued at nearly US\$ 15 billion.

Farm input costs, however, scarcely decline. In fact, many of them (e.g. fertilizers, machinery, etc.) are determined internationally--and keep rising from year to year.

That sets the stage for a comparison of grain subsidies. But what are their "real" levels? In theory, they are equal to the difference between unsubsidized world prices and those obtained by producers. Since there are no "unsubsidized" world prices in this commodity, a second best approach would be to compare domestic producer prices and c.i.f. import prices for those countries which import grain (e.g., the E.E.C.--notwithstanding the fact that the Community also exports (mostly) wheat), and, for grain-exporting nations like the U.S. and Canada, to compare f.o.b. export prices with producer ones. In the latter case, producer prices would include direct and indirect subsidies.

This was the method chosen for the present exercise--with a slight variation for Canada and the United States: instead of f.o.b. export prices, average market values were determined, and subsidies tallied up for each crop. It might be noted that, other things being equal, domestic grain prices in North America, particularly wheat, cannot be substantially different from export prices.

However, estimating indirect subsidies opens the door to controversy, for it requires having to make some arbitrary decisions. The bulk of indirect transfers arise from favourable transportation charges--rail in the case of Western Canada, and inland waterways in the United States. How important are these indirect transfers? In other words, what is their share of total grain subsidies? If they account for a large share of total grain subsidies, are they flexible, responding to changing economic conditions felt on the farm (i.e., compensating producers during periods of declining grain prices more than when prices rise). Indeed, is it desirable to have countervailing subsidy measures in agriculture? And if so, what instruments lend themselves better than others to achieve that objective?

Great efforts have been expended by the Canadian government to determine the "true" cost of grain rail transport, but very little information is available on similar costs of inland water transport in the United States where grain accounts for as much as twenty per cent of the (ton-mile) traffic. It requires little imagination to note that the cost of moving a tonne of grain over a thousand miles of water (approximately the length U.S. wheat is shipped to export points on the Gulf Coast) is considerably less than over a thousand

land miles (as is the case with Western Canadian grain). Nevertheless, in both countries, past and current capital expenditures on the respective transportation modes contain considerable sums from the public purse (grants, subsidies, etc.). Returns on such expenditures are included in the full cost-recovery freight rates to be instituted in Canada, but they are nearly impossible to determine in the American case.¹ The present study is not designed to assess the issue of how to estimate government (past and current) outlays in one activity (transportation) in order to allocate parts of it to another (grain production).

Still, grain producers (and others) in both countries "benefit" if they pay less than it costs to have their product moved.

Since the present study attempts to compare levels of direct and indirect subsidies, and given the lack of adequate data on capital investment in the U.S. inland waterway system, it was decided to include, for both Canada and the U.S., only transportation operating and maintenance costs (attributable to grain on the basis of its share of the total traffic).² For Western Canada, this refers to "operating and depreciation" costs of the railways, determined by the Snavely studies (see below); and in the U.S., it represents O&M expenditures of the inland waterways incurred by the federal government.

To sum up, the question at hand is less one of whether in the absence of subsidies everywhere world grain prices would be lower (they would, and so would government expenditures, and hopefully taxes), but rather, what is the likely consequence if one grain-exporting nation reduces transfers unilaterally. Undoubtedly, its grain production and (very likely) exports would decline.³ In the case of Western Canada, some grain producers would be forced to switch to other outputs. Whether they would succeed depends largely on market opportunities in those "other" agricultural products. Estimates of the number of farmers who would fail have yet to be made.

The Method

The proportional subsidy is

$$P_i = S_i / (V_i + S_i) \dots \dots \dots (1)$$

where P is the proportional subsidy

S is the total subsidy

V is the crop's value, and

i is the crop year.

The subsidy per tonne is

$$S_{ti} = S_i / T_i \dots \dots \dots (2)$$

where S_t is the subsidy per tonne

T is the crop specific production.

For the E.E.C., the proportional subsidy is

$$P_i^* = D_i / V_i \dots \dots \dots (3)$$

where D is the difference between E.E.C. producer values (prices times output) and the world value (c.i.f. Rotterdam prices times E.E.C. production).

E.E.C. subsidies per tonne is the difference between Community producer and c.i.f. import prices.

All ten-year means are weighted averages.

Prices and values are expressed in current dollars.

Throughout the following discussion, frequent reference is made to ten-year averages. This is not to imply that year-to-year changes are less critical. Both the weighted means and standard deviations are shown in the relevant Appendix Tables.

The Results

Proportional Subsidies

Recall that the "proportional subsidy" in the present study is the sum of all transfers divided by the grain's market value plus those transfers.

For the ten-year period ending in the crop-year 1981/82, proportional subsidies on wheat in Canada averaged 4.0%⁴, compared to 8.6% in the U.S., and 10.5% in the E.E.C. Table 1 shows the corresponding estimates for the other grains.

When year-to-year levels of proportional subsidies are examined, a striking difference between Canada and the U.S. emerges: On Canadian wheat, for example, they range from a low of 2.2% in 1973, to a high of 5.0% in 1972. In the United States, on the other hand, the variation is much more pronounced: Wheat subsidies were as low as 0.8% in 1974, and as high as 22.5% in 1977. This reflects the nature of U.S. grain support programs,

Table 1
Proportional Subsidies by Type of Grain and Country
1972, 1981, and Ten-Year Averages
(Percentages)

	Wheat	Oats	Rye & Barley	Flaxseed	Rapeseed		
Canada							
1972	5.0	5.8	5.9	2.2	2.7		
1981	4.5	7.5	6.5	2.7	3.0		
Ten-Year Average	4.0	5.7	5.7	2.2	2.5		
				Soybeans	Corn	Sorghum	
U.S.A.							
1972	22.4	4.9	18.5	.2	15.8	21.0	
1981	10.5	.05	8.4	.2	4.0	21.7	
Ten-Year Average	8.6	.8	7.2	.3	4.4	11.0	
			Barley	Rye	Corn		
E.E.C.							
1972	10.7	33.1	23.6	24.6	15.3		
1981	15.3	8.0	13.6	10.7	14.2		
Ten-Year Average	10.5	17.8	20.8	22.6	19.4		

Source: Appendix Tables III-1, III-2, IV-3

that is, target prices each year are established (after considerable bargaining between the Administration and farm interest groups) on a basis which counters the trend of market prices. Similar, wide year-to-year variations appear to exist in the E.E.C. which also uses a system of "target prices".

Subsidies Per Tonne

An alternative way of considering these subsidies is to express them on a per tonne basis.⁵ Table 2 shows the Canadian subsidy per tonne of production, by crop, in CAN\$. The table also shows the relative prominence of indirect subsidies, that is, the imputed value of rail subsidies (including hopper cars) appear to account for some four-fifths of total grain subsidies in Western Canada. This is in sharp contrast to the United States, where in the case of wheat, for example, indirect (waterway transportation) subsidies over the past decade averaged barely two per cent.

A comparison of all subsidies (per tonne) among the three needs to be based on a common currency. Tables 3 and 4, showing all values in U.S. dollars, underscore

Table 2

Average Subsidies for the Period 1972-1981
by Crop, Canada
(CAN\$/tonne)

	Wheat		Oats		Barley & Rye	
Market Value	161.19		100.91		111.52	
Subsidies:		(%)		(%)		(%)
Direct	1.38	20.2	1.17	19.0	1.33	19.9
Indirect	5.43	78.8	4.96	81.0	5.35	80.1

Total	6.81	100.0	6.13	100.0	6.68	100.0
Producer Value	168.00		107.04		118.20	
	Flaxseed		Rapeseed			
Market Value	310.19		290.10			
Subsidies:		(%)		(%)		
Direct	1.42	20.6	1.54	21.1		
Indirect	5.48	79.4	5.77	78.9		

Total	6.90	100.0	7.31	100.0		
Producer Value	317.09		297.41			

Source: Appendix Tables III-1.

Table 3

Average Subsidies for the Period 1972-1981, by Crop and Country
(US\$/tonne)

	Wheat	Oats	Barley	Flaxseed	Rapeseed		
Canada							
Market Value	150.22	94.08	103.55	289.27	270.38		
Subsidies	6.35	5.71	6.22	6.43	6.81		
Producer Value	156.57	99.79	109.77	295.70	277.19		
				Soybeans	Corn	Sorghum	
U.S.A.							
Market Value	121.66	86.50	99.22	226.78	94.72	84.86	
Subsidies	11.41	.73	7.57	.61	4.39	10.44	
Producer Value	133.07	87.23	106.79	227.39	99.11	95.30	
			Barley	Rye	Corn		
E.E.C.							
Market Value ¹	164.31	134.41	125.27	143.57	132.56		
Subsidies	19.96	28.84	32.80	40.87	32.47		
Producer Value	184.27	163.25	158.07	184.44	165.03		

¹ c.i.f. Rotterdam prices.

Source: Appendix Tables III-1, III-2, IV-3.

Table 4
Producer Value¹ by Type of Crop
Canada, U.S.A., E.E.C.
 (US\$/tonne)

	Canada	U.S.A.	E.E.C.
Wheat			
1972	87.07	82.92	107.51
1981	179.15	150.27	238.75
Ten-Year Av.	156.57	133.07	184.27
Barley			Barley Rye
1972	74.50	66.04	238.75 104.44
1981	123.87	122.51	215.11 240.85
Ten-Year Av.	109.77	106.79	158.07 184.44
Oats			
1972	75.96	50.07	87.58
1981	107.81	119.00	219.61
Ten Year Av.	99.79	87.23	163.26
Flaxseed			
1972	194.44		
1981	300.30		
Ten Year Av.	295.70		
Rapeseed		Soybeans	
1972	164.90	160.82	
1981	270.32	234.76	
Ten-Year Av.	277.19	227.40	
Corn			
1972		73.21	92.50
1981		100.06	216.37
Ten-Year Av.		99.12	165.03
Sorghum			
1972		68.25	
1981		116.00	
Ten-Year Av.		95.31	

¹Producer Value is the sum of market value plus subsidies.
 Source: Appendix Tables III-1, III-2, IV-3.

Figure 1.

WHEAT
Sale or Market Value and Estimated Subsidies,
1972 - 1981, and Ten-Year Average,
for Canada, the United States, and the E.E.C.

VALUE
(US\$/tonne)

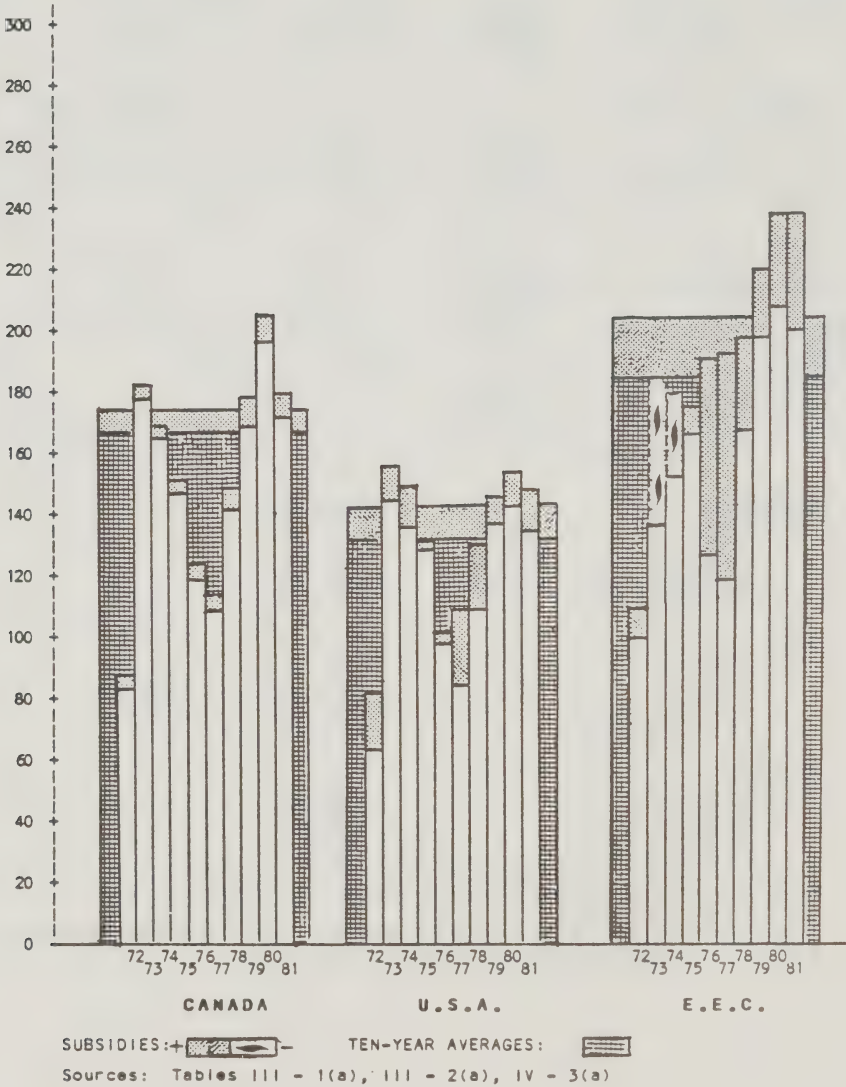


Figure 2.

OATS
Sale or Market Value and Estimated Subsidies,
1972 - 1981, and Ten-Year Average,
for Canada, the United States, and the E.E.C.

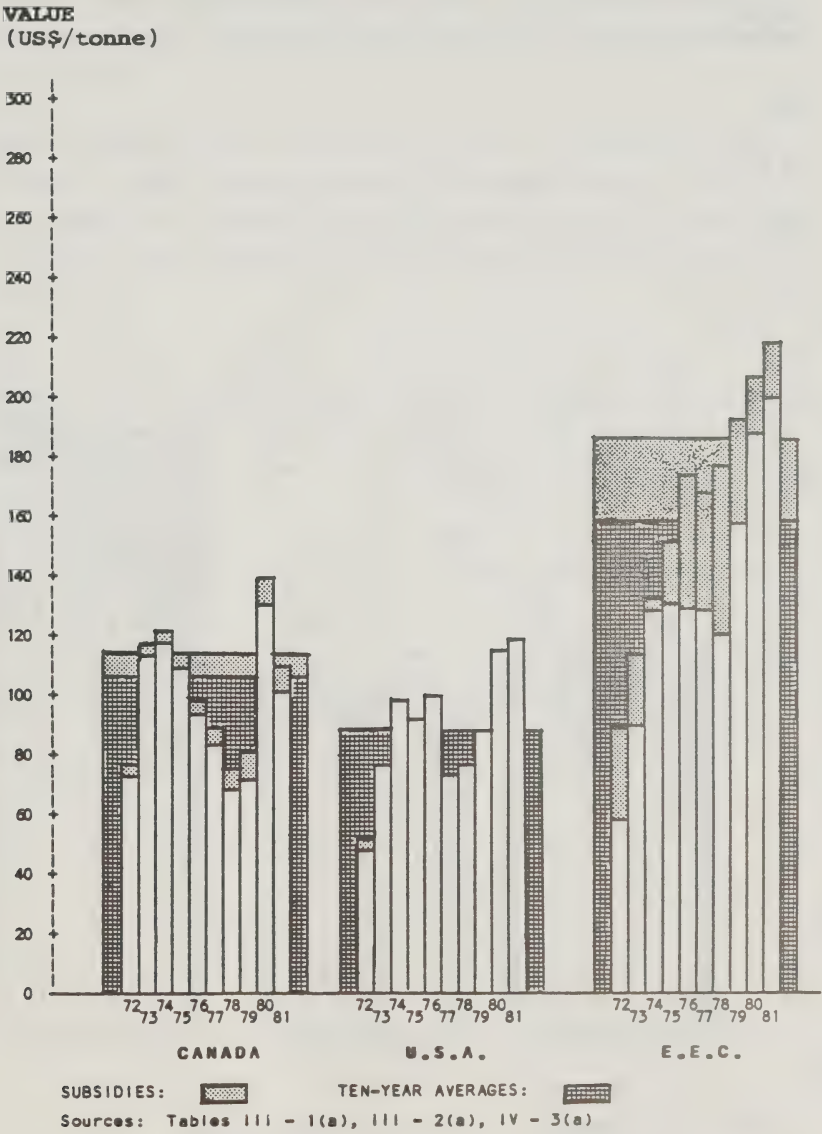
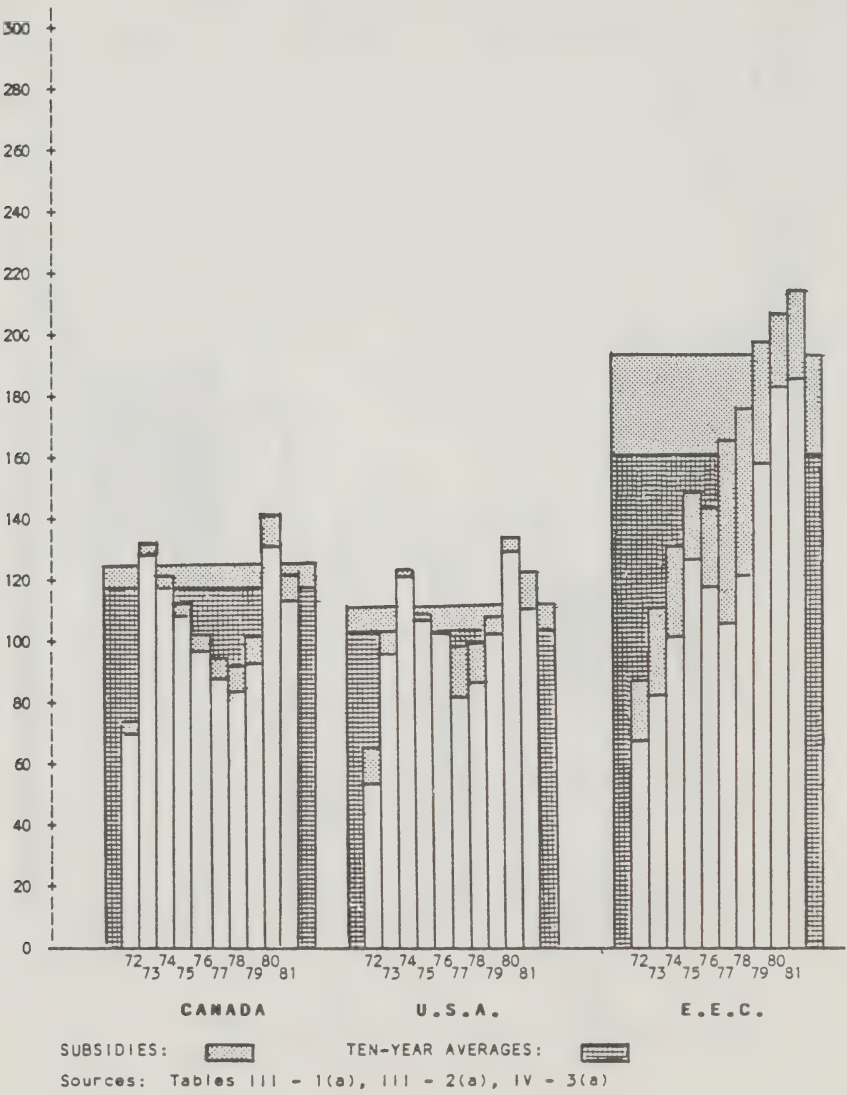


Figure 3.

BARLEY
Sale or Market Value and Estimated Subsidies,
1972 - 1981, and Ten-Year Average,
for Canada, the United States, and the E.E.C.

VALUE
(US\$/tonne)



the general trend noted above. As market prices fall, United States price support programs tend to compensate (to varying degrees) the implied losses to producers. As they rise, subsidies decline. Figures 1 - 3 illustrate (for three identical crops) the market values, subsidies, and producer values shown in Tables 3 and 4.

"Counter-cyclical" trends will also be observed with respect to the Common Market. As noted above, that is not surprising since here too "target prices" tend to minimize the ups and downs of international grain prices.

The Canadian experience is in sharp contrast to both the U.S. and the E.E.C. In other words, in addition to being about half as generous as subsidies on some U.S. grains (e.g., wheat), the ubiquitous presence of the rail subsidy in Western Canada overshadows whatever counter-cyclical effect certain direct program expenditures may have had.

The Impact of Subsidies: A Comparative View

On average, U.S. wheat received a higher subsidy than Canadian: US\$ 11.41 per tonne compared to US\$ 6.35. Given the remarkably lower average market prices this U.S. crop has fetched over the past decade (some 23% lower than the Canadian), have U.S. subsidies diminished this gap, and if so to what extent? Table 5 is addressed to that question. Here, both market and producer values in Canada and the European Community are presented on a scale where the corresponding U.S. values equal 100. On such a comparative scale, when the relative producer value index (in either Canada or the E.E.C.) is lower than the corresponding market value index, U.S. subsidies are relatively more generous--and vice versa. Table 5 examines this for the three identical crops reviewed in Figures 1 - 3.

As expected, on wheat, the 23% difference in market value between Canada and the U.S. was reduced to 17% by the subsidies.⁶ A similar--if not as pronounced--reduction took place for barley: From 4 to 3%. On oats,

Table 5

Wheat: Ten-Year Average
(US\$/tonne)

	U.S.A.	Canada	E.E.C.
Wheat			
Market Value	121.66	150.22	164.31 ¹
Index (US=100)	100.00	123.47	135.05
Producer Value	133.07	156.57	184.27
Index (US=100)	100.00	117.65	138.47
Oats			
Market Value	86.50	94.08	134.41
Index (US=100)	100.00	108.76	155.39
Producer Value	87.23	99.79	163.25
Index (US=100)	100.00	114.40	187.15
Barley			
Market Value	99.22	103.55	125.27
Index (US=100)	100.00	104.36	126.25
Producer Value	106.79	109.77	158.07
Index (US=100)	100.00	102.79	148.02

¹Represents c.i.f. import prices.

Sources: Table 3

Appendix Tables I-1, I-2, III-1, III-2

however, and increase from 9 to 14% appears implying that relative subsidies on this crop in Canada were more generous than in the United States. Finally, Table 5 clearly shows that relative subsidies on the three grains (wheat, barley, and oats) in the Community were more generous (over the ten-year period) than in the United States.

Grain's Role in Agricultural Exports

A quick look at the share of each crop in both countries puts the above in a wider perspective. This can be seen in Table 6.

Clearly, wheat's dominant role in the Canadian case becomes at once apparent. But Western Canadian wheat's international competitiveness is diminished by the relative generosity afforded to the American product.

Table 6

Crop Shares: Ten-Year Averages
(Production in '000 tonnes; Value in US\$'000)

	-----Western Canada-----				-----United States-----			
	Production (%)		Value (%)		Production (%)		Value (%)	
Wheat	17932	52.5	2693	56.6	55550	18.4	6758	18.9
Oats	3255	9.5	303	6.3	9238	3.0	799	2.2
Barley	10032	29.4	1039	21.8	8692	2.9	862	2.4
Rye	462	1.4	52	1.2	518	.3	42	.2
Flax & Rapeseed	2453	7.2	673	14.1				
			Soybean		45028	14.9	10212	28.5
			Corn		163489	54.1	15487	43.2
			Sorghum		19382	6.4	1644	4.6
All Above	34134	100.0	4760	100.0	301897	100.0	35804	100.0

Sources: Appendix Tables I - 1 and I - 2.

Table 7**Agricultural Exports as a Share of Total Exports, 1977-1981****Canada, U.S.A., E.E.C.****(Percentages)**

	1977	1978	1979	1980	1981	5-Year Av
Agricultural Products/ Total Exports						
Canada	10.9	10.6	10.7	11.4	11.8	11.1
U.S.A.	18.3	19.0	17.6	18.3	18.7	18.4
E.E.C.	6.3	6.6	6.8	7.7	8.7	7.3
All Grains/ Total Agricultural Products						
Canada	50.7	45.4	42.6	53.7	52.8	49.6
U.S.A.	38.8	40.0	39.4	42.4	46.4	42.0
E.E.C.	12.2	15.7	15.4	18.8	17.7	16.5
Wheat and Products/ Total Agricultural Products						
Canada	42.6	37.4	34.0	46.3	41.4	40.7
U.S.A.	12.7	15.2	15.2	16.4	18.4	16.5

Source: Appendix Table V.

All figures are based on the current value of exports (expressed in local currency).

Still another perspective is gained by looking at the importance grain plays in each country's visible exports. Table 7 reviews this. Thus, grains in Canada represent (over the past five years) some 49% of agricultural exports--42% in the United States, and only 16% in the E.E.C. Western Canadian wheat earned 41 cents of every grain export dollar, compared to 16 in the U.S.

Results of Other Studies

Haley and Thompson report findings of "effective protection" accorded to U.S. grain producers for the years 1971, 1975, and 1978. The authors examined corn, soybeans, and wheat. Below are their results.

Table 8

Subsidies to U.S. Producers
(US\$/tonne)

	Wheat		Corn		Soybeans	
	Haley	Kai	Haley	Kai	Haley	Kai
1971	13.16	- -	2.61	- -	-6.63	- -
1975	-3.12	1.24	-1.91	.91	1.67	.25
1978	26.89	21.48	6.46	5.66	3.92	.44

Source: Haley and Thompson, op. cit.

Despite the fundamentally different approach to the question, the authors' results show a remarkable similarity with the present findings. It should be pointed out that Haley and Thompson review the issue in the wider context of input/output subsidies, and estimate, among other things, the indirect subsidy arising from what the authors call "exchange rate overvaluation". More importantly, unlike the present study, the authors do not examine a number of consecutive years in order to obtain an average set of subsidies--a measure quite useful given the countercyclical nature of value added U.S. subsidy programs.

An exhaustive study of the topic is Glenn, Carter, and Tangri's comparison between the United States and Canada. Table 8 summarizes five of their results, comparing it with the present effort. It will be noticed that the conclusions reached by Glenn et al. suggest almost exactly the opposite of the findings reported here. Thus, for 1972, the authors' proportional subsidy on Canadian wheat stands at 20.47%--compared to the present 5.05%. For the 9-year period ending in 1980 (for which comparable detailed data and sources are provided) the Glenn estimate of wheat subsidies per tonne is CAN\$16.63 compared to CAN\$6.82.

Table 9

Grain Subsidies in Canada and the United States
Two Sets of Results

	—Proportional Subsidies—				—Av. Market Prices—	
	Glenn	Kai	Glenn	Kai	Glenn	Kai
	(Percentages)					
Wheat						
Canada					(CAN\$/tonne)	
1972	20.47	5.05	14.94	4.40	79.14	82.68
1980	9.51	4.70	20.05	11.24	222.12	227.65
9-Year Av.	9.82	3.96	16.63	6.36	152.72	154.26
U.S.A.					(US\$/tonne)	
1972	27.10	22.40	28.44	18.61	84.44	64.31
1980	3.20	6.75	5.54	10.40	167.54	143.57
9-Year Av.	6.61	8.70	9.61	11.41	135.76	119.62
Barley						
Canada					(CAN\$/tonne)	
1972	3.69	5.90	4.06	4.40	116.78	70.02
1980	8.64	6.80	11.47	11.24	145.44	129.08
9-Year Av.	8.12	5.66	8.21	6.21		
U.S.A.					(US\$/tonne)	
1972	21.50	18.50	14.43	12.23	55.58	53.81
1980	3.40	3.86	4.15	5.18	119.44	129.08
9-Year Av.	7.17	7.10	7.21	7.58		
Sorghum						
U.S.A.					(US\$/tonne)	
1972	16.70	21.00	14.27	14.35	71.44	53.90
1980	5.40	7.16	6.75	8.89	118.19	115.28
9-Year Av.	7.72	10.70	7.80	10.44		

Note: 9-Year Averages are weighted.

Source: Glenn et al., op. cit.

With the exception of barley, the Glenn results suggest that Canadian grain production over the nine-year period received consistently higher subsidies (per tonne) than did American. The present overall conclusion is exactly the reverse.

A careful review of Glenn's background information immediately points to the discrepancy between the two studies. Looking only at wheat, for example, Glenn's Canadian market values generally coincide with the present prices. Not so with the author's American data. Table 10 shows the two price series on wheat.

Glenn cites Wheat Situation (Ec. & Stats. Service, USDA) as the source for American grain prices. For the present study, the source is the annual report of the USDA (Agricultural Statistics), which defines the values published as follows:

Value of production is derived by multiplying production by the estimated season average price received by farmers for the portion of the commodity actually sold.

Table 10

**Wheat Prices in Western Canada and the United States
Two Estimates**

	--United States--		-----Canada-----	
	(US\$/tonne)		(CAN\$/tonne)	
	Glenn et al.	Kai	Glenn et al.	Kai
1972	84.44	64.31	79.14	82.68
1973	172.99	144.79	168.21	178.58
1974	158.10	148.38	164.39	163.33
1975	140.45	130.44	146.28	150.52
1976	107.41	100.36	117.15	115.93
1977	100.43	84.33	120.30	115.84
1978	123.16	109.28	160.53	160.93
1979	157.11	138.95	196.43	196.76
1980	167.54	143.57	222.12	227.65

Source: Glenn et al., op. cit.

Appendix Tables VI.

Further, Glenn's "direct producer receipts" in the U.S., defined as "government transfers paid directly to producers", i.e., the sum of diversion, set-aside program, marketing certificate, disaster, deficiency, and grain reserve payments for wheat, compares with the CCC Annual Report figures, shown in Table 11.

Table 11

WHEAT
U.S. Direct Support Program Losses
(US\$ '000)

Losses on:				
Program				
	Expenditures	Interest ¹	Total ²	Glenn et al.
1972	727165	49595	776460	859000
1973	494032	48678	542710	478000
1974	56376	2374	58750	101478
1975	53799	8710	62510	51211
1976	140125	14430	154555	143390
1977	1194728	151872	1346600	1243000
1978	819588	205647	1025235	782000
1979	283270	137510	420780	97000
1980	514483	143282	<u>657765</u>	<u>341000</u>
1972-1980			5045365	4096079
9-Year Average			560596	455120

¹Allocated on the basis of wheat's share of total program losses.

²These totals must be used in the present study.

Sources: U.S.D.A., CCC, Report of Financial Condition and Operations, Table 1 (various years), and Glenn et al., op. cit., Table 6 (Part A)

Table 12
U.S.D.A.: CCC Agricultural Stabilization Program Expenditures
 (US\$ '000)

	1975	1976	1977	1978	1979	1980	1981
I. Direct Support							
Wheat	53799	140125	1194728	819587	283270	514483	691493
Feed Grain	114420	234246	764548	484751	669745	572261	849003
Other	283362	372707	751757	632178	591423	1673540	1814755
Subtotal	451580	747078	2711033	2635515	1544438	2760284	3355251
II. Net Outlays on Interest							
Wheat	(147)	(400)	105817	174562	109218	112692	425580
Feed Grain	(311)	(670)	67775	252360	258188	125408	522890
Other	(772)	(1071)	66902	134918	228472	367020	1117840
Subtotal	(1231)	(2141)	240494	561840	595878	605120	2066310
III. Operating Expense							
Wheat	8928	14830	46096	31545	28509	30767	62173
Feed Grain	18870	24824	29495	45603	67393	34240	76390
Other	46607	39658	29070	24382	59639	100206	162610
Subtotal	74405	79312	104662	101530	155540	165213	301870
IV. Total							
Wheat	62580	154555	1346642	1025695	420997	657942	1179246
Feed Grain	132980	258400	861818	1482710	995326	731909	1448280
Other	329196	411295	847730	791482	879533	2140764	3095905
TOTAL	524756	824250	3056189	3299887	2295856	2140764	5723430

Source: U.S.D.A., CCC, Report of Financial Condition and Operations, Washington, DC (Various issues).

The major difference between the two studies appears to relate to (a) the treatment of U.S. federal transfers, (b) U.S. market prices, and (c) in the case of Canada, much higher levels of indirect transfers--arising from rail transport.

With respect to the U.S., the present report includes estimates of losses arising from interest paid by the Commodity Credit Corporation. Table 12 shows the principal components of CCC yearly "net losses" over the last few years. It will be seen that until 1976, interest payments were generally recovered. Over the past 5 years, however, losses were recorded. In 1981, total interest outlays exceeded two billion dollars. Some \$425 million of that is attributed to wheat, which amounts to 35% of all federal outlays on that crop in 1981.

Finally, U.S. inland waterway expenditures attributable to each crop reported in the present study tend to be between two and five million dollars higher than those reported by Glenn. Since these amounts are so small (and it bears emphasizing that they refer only to "O&M" costs incurred by the Corps of Engineers), their impact on the present two studies are negligible.

The point of all this is that the combination of higher market values and lower support program costs--reported by Glenn et al.--reduces the estimated U.S. subsidies.

With respect to the Canadian data, Glenn's 1980 "transport subsidy" on wheat is \$323.9 million. In that year, wheat accounted for 53.1% of Prairie Grain production. Snavely reports that rail costs exceeded producer charges by \$537.8 million. Therefore, wheat's share should be \$285.6 million--or some \$38.3 million less than Glenn shows. Table 13 summarizes the method used in this report for the allocation of "railway losses" reported by Snavely. In other words, "capital costs" as well as "constant costs" were not included.

Table 13

Rail Transport Losses on Western Grain, 1980
(CAN\$ '000)

	Snavely	Kai
Variable Cost	547480	406873 ¹
Overhead	<u>123183</u>	<u> </u>
Total	670663	406873
Less User Revenue	<u>132873</u>	<u>132873</u>
Net Loss	537790	274000

¹Refers to "operation and depreciation" costs only (Snavely 1980 Report, Appendix Schedules).

Footnotes

¹"User charges" on the U.S. inland waterways invariably refer to attempts to recover operation and maintenance (O&M) expenditures incurred by the Army Corps of Engineers. Since these waterways serve several purposes (flood control, hydro projects, tourism, and transportation), and given the vast sums of federal capital outlays over the decades, it is not surprising that capital costs are treated as "sunk costs".

²One study concludes that a 38 cents/gallon fuel surcharge to recover operating costs of the U.S. inland waterway system would translate into a 6.5 cents/bushel (.25 cents/ton-mile) increase of the cost of hauling grain from Minneapolis to the Gulf Coast. See J. Beaulieu et al., "Inland Waterway User Taxes: Their Impact on Corn, Wheat, and Soybean Flows and Transport Costs", in, Waterway User Charges Conference (Proceedings), University of Illinois, 1982.

³One estimate of a three-fold increase of freight rates in Western Canada puts the decline of exports at about 1.6 million tonnes per year. See J. Spriggs, An Econometric Analysis of Canadian Grains and Oilseeds, Washington, D.C., USDA, January 1981.

⁴Three sets of transportation subsidy estimates (net of producer charges) were considered for Western Canada:

(1) Railway variable costs, comprised of labour, fuel, maintenance, depreciation, repairs, overhead, and property taxes. 1980 level: \$274 million (Snavey op. cit., Appendix Tables II-1, and Table 1); plus \$16 million for hopper cars.

(2) Total railway costs including "cost of capital", and "constant cost". 1980 expenditures: \$670 million (Snavey, Table 2).

(3) Instead of the loss estimates provided by Snavey, federal government Branch line subsidy. 1980: \$170 million.

The third and first of the above were utilized. In all appendix tables the third above item is identified as "version 1", the first as "version 2". Since capital outlays in the U.S. waterway system were not available--and given the attempt in the present study to compare Canada with the U.S.--choosing variable costs (item 1 above) seems the closest to identical (estimated) levels of U.S. transport subsidies. All (Western Canada) results discussed in the report refer to this item.

⁵Subsidies in the present context have been based on grain production--rather than shipments. This alters the perception of the likely impact of planned changes in transportation subsidies announced by the Canadian government. Calculations of the "impact" tend to be discussed in terms of grain shipped by rail.

For example, in 1980, grain production stood at 34.3 million tonnes, rail shipments at 27 million. Snively's estimate of total rail losses in that year amount to \$537 million--\$15.64/tonne produced, but \$19.88/tonne shipped. In that year, grain's average value stood at \$208/tonne. Proportional (rail transport) subsidies were 7.0% ($15.64/223.64$), 8.7% if based on volume shipped.

The federal government's proposal puts a limit of \$651 million as rail subsidy. If production reaches (in any year) 40 million tonnes, this amounts to \$16.27/tonne. If 32 million tonnes are railed, the subsidy per tonne shipped is \$20.34. A grain producer's assessment of the federal proposal depends upon the grain's (average) market value (gate price), the proportion of his output shipped, and the amount of direct subsidies (e.g., Western Grain Stabilization Fund) received.

⁶The comparison with the E.E.C. at this stage is avoided. The benchmark (c.i.f. import prices) is substantially different from that used for Canadian and U.S. grains (market value).

Sources**(a) Canada****(i) Production and Values**

Production figures are from StatsCan, Supply and Disposition of Major Grains, Canada, 1974/75 - 1981/82, Ottawa, May 1982. Market receipts refer to "sales value" divided by tonnage sold, and multiplied by total production. "Sales Value" is from Canadian Wheat Board, Annual Report (various years). Values of rye, flaxseed, and rapeseed are from Canada Grains Council, Statistical Handbook, '82.

(ii) Direct Program Support Expenditures

All figures are from Public Accounts of Canada (various years).

(iii) Indirect Subsidies

Rail transport subsidies refer to "operation and maintenance" costs (incurred by the railways) less statutory freight revenues. For rail costs, the source is Snave-

ly, King & Assoc., Revenues and Costs Incurred by the Railways in the Transportation of Grain under the Statutory Rates (1974, 1977, and 1980 Reports). all other years are interpolated according to tonnages hauled.

Hopper car acquisition costs (annualized at 8% p.a.) are from Public Accounts of Canada.

(b) U.S.A.

(i) Production and Values

Production and values are from USDA, Agricultural Statistics (various Annual Reports).

(ii) Direct Program Expenditures

All figures are from the CCC annual reports, Report of Financial Condition and Operations, USDA, Washington.

(iii) Indirect Subsidies

Indirect subsidies arising from grain shipments on U.S. inland waterways are based on grain's share of total traffic (in ton-miles). Traffic and "operation and maintenance" expenditures are from U.S. Dept. of the Army, Corps of Engineers, Waterborne Commerce of the United States (various annual reports), Washington, D.C.

(c) E.E.C.

(i) Production and Values

Production and Values are from Commission of the European Communities, Agricultural Report (various annual reports). Import prices (c.i.f. Rotterdam/Antwerp) are from Commission of the European Communities, Agricultural Markets, (monthly). The Agricultural Information Service of the Commission publishes Green Europe, showing detailed descriptions of E.E.C. agricultural pricing practices.

Bibliography

1. Canadian Wheat Board, Annual Report, (various issues) Winnipeg, Man.
2. Canadian Wheat Board, Grain Matters, November 1981.
3. Canada Grains Council, Statistical Handbook 82, Winnipeg, Man.
4. Statistics Canada, Supply and Disposition of Major Grains 1974/75 to 1981/1982, Ottawa.
5. Canada, House of Commons, Public Accounts of Canada, (Annual Report, various issues) Ottawa, Canada.
6. Snively, King & Assoc., Costs and Revenues Incurred by the Railways in the Transportation of Grain Under the Statutory Rates, (1974, 1977 and 1980 reports) Washington, D.C.
7. Canadian Transport Commission, Impact of Rail Rationalization Proposal on the Net Income Position of the Grain Producer in Saskatchewan, Research Branch, No. 10-81-02, Ottawa.
8. J. C. Gilson, Western Grain Transportation, Report on Consultations and Recommendations, Winnipeg, June 1982.
9. M. E. Glenn, C. Carter & O. Tangri, "Government Support in the Grain Sector" A Canadian-U.S. Comparison, University of Manitoba, Dept. of Agricultural Economics, Jan. 1983.
10. J. Spriggs, An Econometric Analysis of Canadian Grains and Oilseeds, Washington, D.C., USDA.
11. USDA, Agricultural Statistics (various issues) Washington, D.C.

12. M. Haley and R. Thompson, "Effective Protection to U.S. Grain Producers in the 1970s", Paper submitted to the Annual Meeting of the American Agricultural Economics Association, Dept. of Agricultural Economics, Purdue University, West Lafayette, Ind. July 1983.
13. U.S. Dept. of the Army, Corps of Engineers, Waterborne Commerce of the United States, (Annual Report, various issues) Washington, D.C.
14. USDA, Commodity Credit Corporation, Report of Financial Condition and Operations, (Annual Report, various issues) Washington, D.C.
15. U.S. Department of Transportation, Inland Waterway User Taxes and Charges, Washington, Feb. 1982.
16. R. Hauser & P. Garcia, "Criteria for Evaluating Various Types of Inland Waterway User Charges", Waterway User Charges Conference, (conference proceedings) University of Illinois, June 1982.
17. Commission of the European Communities, Agricultural Markets (monthly, various issues) Brussels, EEC Directorate-General, Agriculture.
18. Commission of the European Communities, "The Common Agricultural Policy and the EEC's Trade Relations in the Agricultural Sector" Brussels, July 14, 1982.
19. Green Europe, European Community Commission Agricultural Prices (annual reports) EEC Directorate-General for Information, Brussels (various issues) Brussels.
20. EUROSTAT.

Final Report

APPENDIX

Tables in Series I:	Production and Value of Grains.
Tables in Series II:	Transfer Payments and Subsidies.
Tables in Series III:	Estimated Subsidies on Grain Production.
Tables in Series IV:	Estimated Subsidies on Grain Production, Calculated with respect to World Value.
Tables in Series V:	Prices of Grains.

- 1 = Canada
- 2 = U.S.A.
- 3 = E.E.C.-9

TABLE 1 - 1
CANADA
Production and Value of Grains, 1972 - 1981
(Production in thousand tonnes; Value in thousand CAN\$)

	Wheat		Oats		Barley		Rye		Flaxseed		Rapeseed	
	Production Value	Production Value	Production Value	Production Value	Production Value	Production Value	Production Value	Production Value	Production Value	Production Value	Production Value	Production Value
1972	14032	1160166	3716	265954	10812	757056	304	21888	447	84952	1317	211379
1973	15703	2804242	4270	482937	9797	1249999	328	43952	493	199133	1224	342426
1974	12707	2075434	3108	354498	8391	959595	451	54571	351	131860	1163	370939
1975	16370	2464012	3596	398689	9051	985835	486	54432	445	121997	1839	417085
1976	22812	2644595	4053	367810	10087	963813	387	35991	277	77676	837	236143
1977	18900	2189376	3580	315684	11380	1061868	368	31648	650	146835	1973	583890
1978	20624	3319020	2787	216856	9848	946885	565	49720	572	173745	3497	1065781
1979	16329	3212894	2117	179014	7900	871923	467	57908	815	268143	3411	1054135
1980	18241	4152564	2219	335402	10540	1619260	377	61828	465	175579	2483	817776
1981	23611	4883463	2808	338589	12511	1730271	885	145140	478	168892	1795	569159
Ten-Year												
Average	17933	2890577	3225	325543	10032	1114651	462	55708	499	154881	1954	566871
Std. Dev.	3418	1012524	700	83634	1309	305458	160	32138	144	53192	874	299423

Sources: Canadian Wheat Board, Annual Report, 1981/82
Canada Grains Council, Statistical Handbook, 1982

TABLE I - 2
U. S. A.
Production and Value of Grains, 1972 - 1981
(Production in thousands; Value in thousands, US\$)

	Wheat		Oats		Barley		Rye		Corn		Soybeans		Sorghum	
	Production	Value	Production	Value	Production	Value	Production	Value	Production	Value	Production	Value	Production	Value
1972	42046	2704104	10672	508000	9220	507000	741	29000	141600	8732000	34580	5550782	20555	1108000
1973	46406	6719246	10284	784000	9177	889000	667	49000	142703	14401000	42117	8786449	23623	1993000
1974	48805	7241671	9570	927000	6707	822000	490	47000	118170	13716000	33102	8245377	15954	1751000
1975	57763	7534851	9900	928000	8151	894000	405	37000	148093	14790000	42112	7618061	19128	1715000
1976	58305	5851443	8425	845000	8109	830000	380	37000	159206	13471000	35041	8769010	18284	1450000
1977	55132	4677339	11534	853000	9053	747000	432	35000	161520	12886000	46710	9944559	20083	1357000
1978	48321	5280634	8970	688000	9900	871000	611	48000	184652	16280000	50860	12449511	18575	1464000
1979	58079	8070378	8120	713000	8334	871000	568	47000	201697	19904000	61723	14249989	20546	1880000
1980	64620	9277608	7067	813000	7856	1025000	418	43000	168890	20687000	48772	13559591	14712	1696000
1981	76025	10225881	7836	932000	10413	1168000	473	54000	208357	20005000	55260	12942997	22360	2032000
Ten-Year														
Average	55550	6758316	9238	799100	8692	862400	519	42600	163489	15487200	45028	10211633	19382	1644800
Std. Dev.	56341	7081327	9333	809084	8752	877572	531	43234	165668	15897754	45910	10579508	19550	1668592

Sources: USDA, Agricultural Statistics

TABLE 1 - 3(a)
 PRODUCTION AND VALUE OF WHEAT, 1972 - 1981
 (Production in thousand tonnes; Value in thousand US\$)

	Germany		France		Italy		Netherlands		Belgium/Luxembourg	
	Production	Value	Production	Value	Production	Value	Production	Value	Production	Value
1972	7035	81324.6	18350	1839755	11460	1421736	760	85880	980	108878
1973	7134	1026369	18294	2195419	11564	1802760	725	98238	1050	138600
1974	7761	1190537	19689	2511623	12578	2298321	746	105634	1078	148764
1975	7014	1296959	15827	2598343	13070	2635339	528	89559	724	126150
1976	6702	140594.6	16701	2880423	12153	2558203	710	134865	940	179145
1977	7235	1659709	17612	3041708	8218	1807767	661	135571	795	160113
1978	8117	1861228	21276	3781624	12662	2981850	792	163231	1022	215438
1979	8061	2011220	19544	3809681	8982	2413261	835	185203	1015	230710
1980	8154	2103732	23682	4944023	9156	2722975	882	201096	906	211642
1981	8313	2174681	22856	4940257	8826	2428368	882	213268	926	223073
Ten Year Average	7553	1554363	19383	3254286	10867	2307058	752	141254	944	174251
Std. Dev.	558	452688	2439	1028257	1765	459636	102	44847	107	41710

	United Kingdom		Ireland		Denmark		EEC - 9		Source: EUROSTAT, and EEC, Agricultural Markets, (various annual reports)	
	Production	Value	Production	Value	Production	Value	Production	Value	Production	Value
1972	5120	442880	240	20760	550	50600	4495	4783735		
1973	5002	591757	229	30778	542	66449	4450	5950348		
1974	6130	882107	245	27244	592	80098	48819	7244327		
1975	4488	598609	208	32540	519	80653	42378	7458151		
1976	4773	702299	198	31108	571	101901	42748	7993889		
1977	5274	867573	248	43276	605	115858	40648	7831574		
1978	6611	1107343	247	44929	642	127116	51369	10282759		
1979	7170	1473435	245	46722	590	125552	46442	10295783		
1980	8470	1976051	239	43833	652	150025	52141	12353377		
1981	8707	2086197	250	49600	834	202912	51594	12318356		
Ten Year Average	6175	1072823	235	37079	610	110116	46517	8651230		
Std. Dev.	1448	554380	17	9243	85	42485	4000	2434731		

TABLE I - 3(b)
PRODUCTION AND VALUE OF OATS, 1972 - 1981
(Production in thousand tonnes; Value in thousand US\$)

	Germany		France		Italy		Netherlands		Belgium/Luxembourg	
	Production	Value	Production	Value	Production	Value	Production	Value	Production	Value
1972	4825	479123	2930	221215	426	43282	140	13300	340	30124
1973	4155	535580	2818	289972	419	59372	136	16361	335	39932
1974	4658	679136	2623	303481	462	74936	165	22325	310	40300
1975	4512	748676	2474	340101	506	85362	158	24010	303	46511
1976	3277	631576	1828	298750	406	68914	103	18290	174	28988
1977	3590	682818	2337	339332	348	70192	94	16535	165	27770
1978	4050	839970	2692	379841	440	95744	140	28210	155	28567
1979	3696	803510	2357	352843	430	94385	110	21098	178	35849
1980	3250	729300	2425	426558	450	114345	95	20140	162	33647
1981	3200	764480	2220	406482	422	109256	115	25254	170	36482
Ten Year Average	3921	689417	2470	335858	431	81579	126	20552	229	34817
Std. Dev.	577	108538	302	57568	38	21243	24	4333	77	5856

	United Kingdom		Ireland		Denmark		EEC - 9		Source: EUROSTAT, and EEC, Agricultural Markets, (various annual reports)	
	Production	Value	Production	Value	Production	Value	Production	Value		
1972	1205	83145	148	10538	436	34488	10450	915213		
1973	1272	119441	162	16087	520	57824	9817	1134568		
1974	1108	135619	157	16893	535	69015	10018	1341706		
1975	920	118220	160	18696	420	58338	9453	1439913		
1976	853	120785	130	16913	296	47922	7067	1232139		
1977	883	117086	128	18739	305	51133	7850	1323604		
1978	822	113518	124	21564	237	41878	8660	1549291		
1979	600	112680	105	19278	181	37467	7657	1477111		
1980	660	148896	90	16137	175	36628	7307	1525650		
1981	663	153418	89	16590	190	40489	7069	1552451		
Ten year Average	899	122281	129	17143	330	47518	8535	1349165		
Std. Dev.	221	19000	26	2743	132	10813	1242	196443		

TABLE 1 - 3(c)
PRODUCTION AND VALUE OF BARLEY, 1972 - 1981
(Production in thousand tonnes; Value in thousand US\$)

	Germany		France		Italy		Netherlands		Belgium/Luxembourg	
	Production	Value	Production	Value	Production	Value	Production	Value	Production	Value
1972	6580	684978	9895	903414	520	56680	390	40833	690	69483
1973	6622	848940	10948	1126549	458	64303	383	46956	776	92344
1974	7048	1005750	10036	1191273	560	96320	315	42525	752	96933
1975	6971	1183327	9336	1376873	643	114409	336	55521	476	78607
1976	6487	1244531	8530	1378875	725	129659	263	50123	645	119015
1977	7582	1406613	10261	1500158	667	125129	286	49306	732	125465
1978	8607	1742918	11320	1712716	819	168305	355	70042	840	157500
1979	8184	1843037	11196	1959300	813	185201	287	61734	841	178965
1980	8826	2022037	11715	2150874	946	227608	257	55666	866	180474
1981	8686	2033393	10231	1965375	982	245304	248	55502	823	176204
Ten Year Average	7559	1401552	10347	1526541	713	141292	312	52821	744	127499
Std. Dev.	892	462978	924	388574	168	60955	49	8380	112	40902

	United Kingdom		Ireland		Denmark		EEC - 9		Source: EUROSTAT, and EEC, Agricultural Markets, (various annual reports)	
	Production	Value	Production	Value	Production	Value	Production	Value	Production	Value
1972	9280	658880	725	49300	5620	444342	33700	2908110		
1973	9007	943033	905	97197	5448	605818	34547	3825140		
1974	9133	1255788	1038	114180	5983	771807	34865	4574575		
1975	8443	1120724	886	113851	5180	756539	32271	4799851		
1976	7648	1156225	922	125300	4800	84288	30020	4288015		
1977	10531	1724767	1446	215888	6142	1069936	37647	6217263		
1978	9837	1702981	1480	238872	6300	1113210	39558	6906543		
1979	9631	1873230	1440	254448	6661	1378827	39053	7734741		
1980	10320	2250792	1247	214733	6044	1265009	40221	8367193		
1981	10227	2290848	1400	257460	6043	1287763	38640	8311849		
Ten Year Average	9406	1497727	1149	168123	5822	877774	36052	5793328		
Std. Dev.	853	525306	270	71924	529	397322	3283	1873295		

TABLE 1 - 3(d)
PRODUCTION AND VALUE OF RYE, 1972 - 1981
(Production in thousand tonnes; Value in thousand US\$)

	Germany		France		Italy		Netherlands		Belgium/Luxembourg	
	Production	Value	Production	Value	Production	Value	Production	Value	Production	Value
1972	2686	291700	360	31212	40	4488	100	9850	70	6965
1973	2693	358169	346	37576	38	4845	105	13073	67	8013
1974	2665	396286	335	39798	37	5680	78	10647	54	6858
1975	2228	400817	308	44106	36	6420	63	10464	33	5069
1976	2190	427488	297	44966	36	6602	65	11141	54	8942
1977	2540	518414	390	59280	31	5800	73	13366	68	11778
1978	2457	541523	434	69158	35	7735	67	13032	64	11757
1979	2114	508206	355	63297	37	8662	49	10511	50	10220
1980	2098	522612	407	76272	35	8841	38	8501	51	11052
1981	1730	435268	341	66359	31	8048	28	6807	34	7602
Ten Year Average	2340	440048	357	53202	36	6712	67	10739	55	8826
Std. Dev.	303	77619	40	14686	3	1469	23	1979	13	2187

	United Kingdom		Ireland		Denmark		EEC - 9		Source:	
	Production	Value	Production	Value	Production	Value	Production	Value	EUROSTAT, and	EEC, Agricultural Markets, (various annual reports)
1972	30	1965	0	0	550	54450	3836	400630		
1973	16	1624	0	0	140	16016	3405	439315		
1974	14	1792	0	0	168	21958	3351	483018		
1975	19	2662	0	0	167	23731	2854	493269		
1976	20	3045	0	0	212	34170	2874	536355		
1977	35	5401	0	0	324	58385	3461	672423		
1978	29	4847	0	0	314	58530	3400	706581		
1979	24	4711	0	0	256	51098	2885	656703		
1980	24	5657	0	0	199	42467	2852	675400		
1981	24	5803	0	0	212	48166	2400	578053		
Ten Year Average	24	3751	0	0	254	40897	3132	564175		
Std. Dev.	6	1610	0	0	114	15091	402	103850		

TABLE 1 - 3(e)
 PRODUCTION AND VALUE OF CORN, 1972 - 1981
 (Production in thousand tonnes; Value in thousand US\$)

	Germany		France		Italy		EEC - 9	
	Production	Value	Production	Value	Production	Value	Production	Value
1972	508	4 6990	7890	729825	5160	531996	13558	1308811
1973	573	60280	10690	1124588	5088	658387	16351	1843255
1974	521	69606	8692	1161251	5043	767040	14256	1997897
1975	531	75668	8194	1141916	5326	914474	14051	2132058
1976	480	75768	5617	766721	5196	927486	11293	1769975
1977	580	94656	8505	1329502	6396	1187737	15481	2611895
1978	620	104346	9580	1612314	6040	1250280	16240	2966940
1979	741	135381	10413	1902455	6197	1429648	17351	3467484
1980	672	131443	9264	1812038	6376	1629706	16312	3573187
1981	832	167482	8956	1802843	7196	1880315	16984	3850639
Ten Year								
Average	606	96162	8780	1338345	5802	1117707	15188	2552214
Std. Dev.	107	36311	1358	405733	702	414486	1781	829816

Source:

EUROSTAT, and
 EEC, Agricultural Markets,
 (various annual reports)

TABLE II - 1
FEDERAL GOVERNMENT TRANSFERS TO WESTERN CANADA GRAIN PRODUCERS
1972 - 1981
(CAN\$'000)

	Direct Transfers			Indirect Transfers				Grand Totals (version 1) (version 2) (8a) (8b)	
	Western Grain Stabil. (1)	Export Credit (2)	Other Charges (3)	Subtotal (4)	Hoppers (5)	Branch Line Subsidies (version 1) (version 2) (6a) (6b)	Subtotals (7a) (7b)		
1972	0	2101	21919	24020	0	27000	110640	51020	134660
1973	0	5946	583	6529	0	25000	124000	31529	130529
1974	0	11332	1850	13182	0	41800	99315	54982	112497
1975	0	9667	3215	12882	16892	82500	104305	112274	134079
1976	43100	7143	2743	53986	16892	83200	135530	152422	206008
1977	38265	6711	2994	48030	16892	87700	150915	167807	215837
1978	35083	11332	2200	48615	16892	46200	63092	223142	271757
1979	63068	16448	2200	81717	16892	112450	198620	215512	297229
1980	78815	16590	0	95405	16892	76885	273625	290517	385922
1981	62251	17403	0	79654	16892	118300	315390	332282	411936
Ten-Year Average	32058	10533	3770	46362	11824	70074	171859	183683	230045
Std. Dev.	28879	4847	6153	30218	7741	31714	71049	75640	103172

(1) Amounts shown are two thirds of budgetary expenditures. The fund is established by:
(a) levies paid by participating producers—2% of grain sales proceeds to an annual maximum of \$45,000 eligible proceeds per participant; and,
(b) Federal government contributions equal to producers' levies plus an additional 2% of eligible grain sales.
(2) Amounts are equal to the difference between interest paid by recipient nations (primarily Brazil and Algeria) and market rates—paid by the federal government.
(3) Contributions to the Canadian Wheat Board to cover carrying charges on reserve stocks for feedgrain—made by the federal government.
(4) Amount shown includes \$826 million under the Temporary Wheat Reserve Act, plus \$11.2 million under the Pool Barley Account.
(5) Over the period 1975 to 1978, the federal government paid a total of \$211.1 million for the acquisition of grain hopper cars. An arbitrarily chosen amount of 8% of that investment is shown as the annual equivalent of indirect subsidy.
(6a) Refers to Branch Line Subsidies, taken from CTC Annual Reports.
(6b) For the years 1974, 1977, and 1980, rail "operating losses" (variable cost excluding "cost of capital" and "constant cost", and net of producer charges) are from Snavely reports (see below). All other years are interpolated on the basis of grain tonnages.

The source for items (1) to (5) is Public Accounts of Canada; for rail transportation subsidies, see Snavely, King and Associates, Reports (1974, 1977, and 1980).

TABLE 11 - 2(a)
FEDERAL GOVERNMENT TRANSFERS TO U.S. GRAIN PRODUCERS, 1972 - 1981
(US\$ 000)

	WHEAT			OATS			BARLEY			RYE		
	Direct Price Support	Interest & Admin. Expense	Subtotal	Direct Price Support	Interest & Admin. Expense	Subtotal	Direct Price Support	Interest & Admin. Expense	Subtotal	Direct Price Support	Interest & Admin. Expense	Subtotal
1972	727165	49295	776460	24680	1550	26230	111712	7525	119237	1988	0	1988
1973	494030	48680	542710	7603	7603	15206	75770	7180	82950	-3267	0	-3267
1974	56375	2375	58750	2428	2428	4856	15187	645	15832	-4968	0	-4968
1975	53800	8710	62510	695	1098	1793	5065	805	5870	266	0	266
1976	140125	14430	154555	1228	123	1351	12108	1235	13343	-9	0	-9
1977	1194730	151870	1346600	3887	483	4370	126598	16008	142606	0	0	0
1978	819590	205645	1025235	8824	2190	11014	101264	25208	126472	8	0	8
1979	283270	137510	420780	3774	1804	5578	28000	13525	41525	82	0	82
1980	514485	143280	657765	3593	1001	4594	33772	9245	43017	-180	0	-180
1981	691493	487845	1179338	77	0	77	65502	46180	111682	-104	0	-104
Ten-Year Average	497506	124964	622470	5679	1031	6504	57498	12756	70253	-618	0	-618
Std. Dev.	352934	138461	438060	6873	477	7255	42497	13528	49583	1887	0	1887
TOTAL TRANSFERS												
1972	1508700	102092	1610792	275687	18680	294367	-2	0	-2	2829072	0	2829072
1973	872793	85880	958673	161941	15960	177901	-34	0	-34	1766536	0	1766536
1974	237945	10135	248080	63880	2725	66605	-3	0	-3	386724	0	386724
1975	88927	14445	103372	19467	3145	22612	-21	0	-21	196402	0	196402
1976	186665	19215	205880	34253	3475	37728	-67	0	-67	412781	0	412781
1977	458662	58330	516992	175400	22090	197490	-25	0	-25	2208033	0	2208033
1978	794343	199673	994018	280310	70320	350630	-6	0	-6	2507371	0	2507371
1979	514415	249470	763885	123483	59360	182843	70726	34440	105166	1519859	0	1519859
1980	433273	120170	553443	101804	28505	130309	-2084	0	-2084	1386864	0	1386864
1981	454586	319705	774291	328940	232080	561020	-620	0	-620	2625684	0	2625684
Ten-Year Average	555031	117912	672943	156517	45634	202151	6786	3444	10230	1583933	0	1583933
Std. Dev.	394597	100800	429477	102975	65908	155924	21522	10332	31651	931895	0	931895

Sources: USDA, GOC, Report of Financial Condition and Operations, Washington, DC, 1973-1982, Table 1.
"Admin Expenses" allocated on the basis of grains' share of total.

TABLE 11 - 2(b)
WATERBORNE COMMERCE* OF THE UNITED STATES, 1972 - 1981
Domestic Internal Movement
(million ton-milles)

	Wheat	Corn	Barley & Rye	Sorghum	Soybeans	Oats	All Grain	All Traffic
1972	4939	19935	511	518	8695	120	34718	177538
1973	3315	24905	80	100	8380	129	36909	171890
1974	6040	23015	30	18	9787	132	39022	183203
1975	7698	25555	29	45	8790	106	42223	180400
1976	8846	31345	46	136	10545	183	51101	197073
1977	8983	28690	36	279	10455	172	48615	201784
1978	7726	31670	37	141	13780	179	53533	209266
1979	7905	35190	27	130	11650	187	55089	217090
1980	9430	39185	52	328	15685	213	64893	227343
1981	11176	40310	56	465	17390	228	69625	231185
Ten Year Average	7606	29980	90	216	11516	165	49573	199677
Std. Dev.	2182	6479	141	165	2955	39	11102	20174

Sources: U.S. Army Corps of Engineers, Waterborn Commerce of the United States
(National Summaries, Part 5, Section 3, Tables 3 and 4) 1972-1981.

* Refers to "Domestic Internal" only.

TABLE 11 - 2(c)
U.S. INLAND WATERWAYS
ALLOCATION OF O&M EXPENDITURES TO TRAFFIC
ON BASIS OF TON-MILES, BY COMMODITY
(US\$ million)

	Total O & M Expenditure	Attributable to:					Soybeans	All Grain
		Wheat	Oats	Corn	Barley & Rye	Sorghum		
1972	212	5.898	.1433	23.80	.6102	.6185	10.38	41.46
1973	264	5.091	.1981	38.25	.1229	.1536	12.87	56.69
1974	193	6.363	.1391	24.25	.0316	.0190	10.31	41.11
1975	221	9.430	.1299	31.31	.0355	.0551	10.77	51.73
1976	358	16.07	.3324	56.94	.0836	.2471	19.16	92.83
1977	304.5	13.56	.2596	43.29	.0543	.4210	15.78	73.36
1978	343.8	12.69	.2941	52.03	.0608	.2316	22.64	87.95
1979	343.6	12.51	.2960	55.70	.0427	.2058	18.44	87.19
1980	349.1	14.48	.3271	60.17	.0798	.5037	24.09	99.65
1981	398.8	19.28	.3933	69.54	.0966	.8021	30.00	120.1
Ten-Year								
Average	298.8	11.54	.2513	45.53	.1218	.3258	17.44	75.21
Std. Dev.	67.89	4.473	.0884	15.01	.1651	.2408	6.337	25.36

Source: U.S. Army Corps of Engineers.

Total O & M refers to "Shallow Draft and Inland Waterways" (but excludes Deep Draft and Ports expenditures).

1981 amounts are adjusted as follows: In October 1980 a 4 cents per gallon fuel tax came into effect. Full cost recovery would have required 38 cents per gallon. Accordingly, the figures are adjusted downward by a factor of .89. See R. Hauser and P. Garcia, "Criteria for Evaluating Various Types of Inland Waterway User Charges" In Waterway User Charges Conference, June 1982, page 129.

TABLE III - 1(a)

WESTERN CANADA

Estimated Subsidies on Wheat Production, 1972 - 1981

(CANS '000)

	Sales Value	Direct Transfers	Indirect Transfers	Producer		Estimated Subsidy as a Proportion of Total Producer Value	Estimated Subsidy per Tonne	
				(Version 1)	(Version 2)		(CANS) (Version 1)	(CANS) (Version 2)
1972	1160166	11005	12370	1183540	1221859	.0197	1.63	4.17
1973	2804242	3223	12339	2819804	2868667	.0055	.99	4.01
1974	2075434	6400	20295	2102130	2130056	.0127	2.07	4.19
1975	2464012	6634	51186	2521832	2533062	.0229	3.45	4.10
1976	2644595	31790	59379	2733764	2766808	.0333	3.86	5.12
1977	2189376	24633	53643	2267652	2300074	.0345	4.00	5.58
1978	3319020	26460	34339	3379819	3466929	.0180	2.89	6.87
1979	3212894	42990	68044	3323928	3369260	.0334	6.57	9.13
1980	4152564	50700	49676	4252939	4357650	.0236	5.37	10.71
1981	4883463	44685	75842	5003990	5114556	.0241	4.98	9.35
Ten-Year Average	2890377	24852	43711	2959140	3012892	.0232	3.82	6.82
Std. Dev.	1012524	16653	21593	1038812	1066087			

Sources: Sales Value from Table I - 1.

Direct and Indirect Transfers from Table II - 1.

Producer Value calculated from columns 1+2+3 and 1+2+4.

Estimated Subsidies calculated from columns (2+3)/5 and (2+4)/6.

Subsidies per tonne calculated from Table V - 1, multiplied by 7 and 8.

Average Subsidies are weighted by annual production.

TABLE III - 1(b)

WESTERN CANADA

Estimated Subsidies on Oats Production, 1972 - 1981

(CAN\$ '000)

	Sales Value	Direct Transfers	Indirect Transfers	Producer		Estimated Subsidy as a Proportion of Total Producer Value	Estimated Subsidy per Tonne				
				Value			(CAN\$)	(CAN\$)			
				(Version 1)	(Version 2)		(Version 1)	(Version 2)			
1972	265934	2914	3276	13424	272144	282292	.0227	.0579	1.63	4.14	
1973	482937	876	3355	16642	487169	500456		.0087	.0350	.98	3.96
1974	354498	1565	4964	11794	361028	367858		.0181	.0363	2.06	4.14
1975	398689	1457	11244	13711	411390	413857		.0309	.0367	3.42	4.06
1976	367810	5648	10550	16065	384008	389523		.0422	.0557	3.83	5.06
1977	315684	4666	10161	16302	330511	336653		.0449	.0623	3.96	5.49
1978	216856	3576	4640	16412	225072	236844		.0365	.0844	2.84	6.57
1979	179014	5573	8822	14699	193409	199286		.0744	.1017	6.29	8.60
1980	335402	6168	6043	18781	347612	360350		.0351	.0692	5.31	10.46
1981	338589	5314	9020	22169	352923	366072		.0406	.0751	4.90	9.05
Ten-Year Average	325543	3776	7207	16000	336527	345319		.0326	.0573	3.41	6.13
Std. Dev.	83634	1873	2922	2788	82843	83080					

Sources: Sales Value from Table I - 1.

Direct and Indirect Transfers from Table II - 1.

Producer Value calculated from columns 1+2+3 and 1+2+4.

Estimated Subsidies calculated from columns (2+3)/5 and (2+4)/6.

Subsidies per tonne calculated from Table V - 1, multiplied by 7 and 8.

Average Subsidies are weighted by annual production.

TABLE III - 1(c)									
WESTERN CANADA									
Estimated Subsidies on Barley and Rye Production, 1972 - 1981									
(CAN\$ '000)									
Sales Value	Direct Transfers	Indirect Transfers		Producer Value	Estimated Subsidy as a Proportion of Total Producer Value		Estimated Subsidy per Tonne		
		(Version 1)	(Version 2)		(Version 1)	(Version 2)	(CAN\$)	(CAN\$)	
1972	778944	8718	9799	797461	.0232	.0590	1.63	4.14	
1973	1293951	2078	7956	1303985	.0077	.0311	.98	3.98	
1974	1014166	4454	14122	1032742	.0180	.0361	2.06	4.14	
1975	1040267	3865	29820	1073952	.0314	.0372	3.42	4.06	
1976	999804	14596	27264	1041663	.0402	.0531	3.84	5.07	
1977	1093516	15312	33344	1142171	.0426	.0592	3.97	5.51	
1978	996605	13359	17338	1027302	.0299	.0697	2.86	6.67	
1979	929831	22028	34866	986725	.0577	.0793	6.41	8.82	
1980	1681088	30343	29730	1741162	.0345	.0680	5.31	10.48	
1981	1873411	25353	43030	1943794	.0352	.0653	4.93	9.15	
Ten-Year Average	1170358	14011	24727	1209096	.0320	.0566	3.69	6.69	
Std. Dev.	330270	9093	11138	341423					

Sources: Sales Value from Table I - 1.
Direct and Indirect Transfers from Table II - 1.
Producer Value calculated from columns 1+2+3 and 1+2+4.
Estimated Subsidies calculated from columns (2+3)/5 and (2+4)/6.
Subsidies per tonne calculated from Table V - 1, multiplied by 7 and 8.
Average Subsidies are weighted by annual production.

TABLE III - 1(d)

WESTERN CANADA

Estimated Subsidies on Flaxseed Production, 1972 - 1981

(CANS '000)

	Sales Value	Direct Transfers	Indirect Transfers	Producer Value	Estimated Subsidy as a Proportion of Total Producer Value		Estimated Subsidy per Tonne	
					(Version 1)	(Version 2)	(CANS)	(CANS)
			(Version 1)	(Version 2)	(Version 1)	(Version 2)	(Version 1)	(Version 2)
1972	84952	351	394	1615	85697	86918	1.65	4.30
1973	199133	101	387	1921	199621	201155	.99	4.06
1974	131860	177	561	1332	132598	133369	2.09	4.25
1975	121997	180	1391	1697	123569	123874	3.49	4.15
1976	77676	386	721	1098	78783	79160	3.94	5.26
1977	146835	847	1845	2960	149527	150642	4.07	5.71
1978	173745	734	952	3368	175431	177847	2.92	7.01
1979	268143	2146	3396	5659	273685	275948	6.66	9.31
1980	175579	1292	1266	3936	178138	180807	5.42	10.92
1981	168892	905	1535	3774	171332	173570	5.03	9.52
Ten-Year Average	154881	712	1245	2736	156838	158329	3.92	6.91
Std. Dev.	53192	602	859	1384	54217	54793		

Sources: Sales Value from Table I - 1.

Direct and Indirect Transfers from Table II - 1.

Producer Value calculated from columns 1+2+3 and 1+2+4.

Estimated Subsidies calculated from columns (2+3)/5 and (2+4)/6.

Subsidies per tonne calculated from Table V - 1, multiplied by 7 and 8.

Average Subsidies are weighted by annual production.

TABLE III - 1(e)

WESTERN CANADA

Estimated Subsidies on Rapeseed Production, 1972 - 1981

(CAN\$ '000)

	Sales Value	Direct Transfers	Indirect Transfers	Producer		Estimated Subsidy as a Proportion of Total Producer Value	Estimated Subsidy per Tonne		
				Value			(CAN\$)	(CAN\$)	
				(Version 1)	(Version 2)		(Version 1)	(Version 2)	
				(Version 1)	(Version 2)		(Version 1)	(Version 2)	
1972	211379	1033	1161	213572	217169	.0103	.0267	1.65	4.28
1973	342426	251	962	343639	347448	.0035	.0145	.99	4.04
1974	370939	586	1858	373382	375938	.0065	.0133	2.09	4.24
1975	417085	745	5750	423581	424842	.0153	.0183	3.48	4.14
1976	236143	1166	2179	239488	240627	.0140	.0186	3.94	5.26
1977	583890	2572	5600	592061	595446	.0138	.0194	4.08	5.74
1978	1065781	4486	5823	1076090	1090860	.0096	.0230	2.92	7.01
1979	1054135	8980	14214	1077330	1086799	.0215	.0301	6.65	9.29
1980	817776	6901	6762	831439	845693	.0164	.0330	5.41	10.87
1981	569159	3397	5766	578322	586727	.0158	.0299	5.02	9.49
Ten-Year Average	566871	3012	5007	574890	581155	.0139	.0246	4.10	7.31
Std. Dev.	299423	2815	3729	304925	309080				

Sources:

Sales Value from Table I - 1.

Direct and Indirect Transfers from Table II - 1.

Producer Value calculated from columns 1+2+3 and 1+2+4.

Estimated Subsidies calculated from columns (2+3)/5 and (2+4)/6.

Subsidies per tonne calculated from Table V - 1, multiplied by 7 and 8.

Average Subsidies are weighted by annual production.

TABLE III - 1(f)

WESTERN CANADA

Estimated Subsidies on Barley Production, 1972 - 1981

(CAN\$ '000)

	Value	Direct Transfers	Indirect Transfers	Value Plus Transfers	Estimated Subsidy as a Proportion of Total Producer Value (Version 1) (Version 2)	Estimated Subsidy per Tonne	
						(CAN\$) (Version 1)	(CAN\$) (Version 2)
1972	757056	8479	9531	775067	.0232	1.63	4.14
1973	1249999	2011	7698	1259708	.0077	.98	3.97
1974	959595	4226	13402	977223	.0180	2.06	4.14
1975	985835	3668	28301	1017804	.0314	3.42	4.06
1976	963813	14037	26256	1004126	.0401	3.84	5.07
1977	1061868	14832	32299	1108999	.0423	3.97	5.51
1978	946885	12635	16397	975917	.0297	2.86	6.67
1979	871923	20798	32920	925641	.0580	6.41	8.81
1980	1619260	29296	28703	1677259	.0346	5.31	10.48
1981	1730271	23678	40187	1794136	.0356	4.92	9.14
Ten-Year Average	1114651	13368	23570	1151588	.0321	3.68	6.67
Std. Dev.	305458	8654	10486	315663			

Sources: Value from Table I - 1.

Direct and Indirect Transfers from Table II - 1.

Value plus Transfers calculated from columns 1+2+3 and 1+2+4.

Estimated Subsidies calculated from columns (2+3)/5 and (2+4)/6.

Subsidies per tonne calculated from Table V - 1, multiplied by 7 and 8.

Average Subsidies are weighted by annual production.

TABLE III - 1(g)

WESTERN CANADA

Estimated Subsidies on Rye Production, 1972 - 1981

(CAN\$ '000)

	Value	Direct Transfers	Indirect Transfers	Value plus Transfers	Estimated Subsidy as a Proportion of		Estimated Subsidy per Tonne	
					Total Producer		Total Producer	
					Value	Value	(CAN\$)	(CAN\$)
			(Version 1) (Version 2)	(Version 1) (Version 2)	(Version 1) (Version 2)	(Version 1) (Version 2)	(Version 1) (Version 2)	(Version 1) (Version 2)
1972	21888	238	268	1098	22394	23225	.0226	.0576
1973	43952	67	258	1278	44277	45298	.0073	.0297
1974	54571	227	720	1711	55518	56510	.0171	.0343
1975	54432	197	1520	1853	56149	56482	.0306	.0363
1976	35991	539	1007	1534	37538	38064	.0412	.0545
1977	31648	480	1044	1676	33172	33803	.0459	.0638
1978	49720	725	941	3327	51386	53772	.0324	.0754
1979	57908	1229	1946	3243	61084	62380	.0520	.0717
1980	61828	1048	1027	3191	63903	66067	.0325	.0642
1981	145140	1675	2843	6987	149658	153802	.0302	.0563
Ten-Year								
Average	55708	643	1157	2590	57508	58940	.0313	.0548
Std. Dev.	32138	498	741	1670	33148	34102		

Sources: Value from Table I - 1.

Direct and Indirect Transfers from Table II - 1.

Value plus Transfers calculated from columns 1+2+3 and 1+2+4.

Estimated Subsidies calculated from columns (2+3)/5 and (2+4)/6.

Subsidies per tonne calculated from Table V - 1, multiplied by 7 and 8.

Average Subsidies are weighted by annual production.

Table III - 2(a)
UNITED STATES
Estimated Subsidies on Wheat Production, 1972 - 1981
(US\$'000)

	Market Value	Direct Price Support	Waterways O & M Expenditure	Total Producer Value	Estimated Subsidy as a Proportion of Total Producer Value	Estimated Subsidy per Tonne (US\$)
1972	2704104	776460	5898	3486462	.2244	18.61
1973	6719246	542710	5091	7267047	.0754	11.80
1974	7241671	58750	6363	7306784	.0089	1.33
1975	7534851	62510	9430	7606791	.0095	1.25
1976	5851443	154555	16070	6022068	.0283	2.93
1977	4677339	1346600	13556	6037495	.2253	24.67
1978	5280634	1025235	12693	6318562	.1643	21.48
1979	8070378	420780	12512	8503670	.0510	7.46
1980	9277608	657765	14480	9949853	.0676	10.40
1981	10225881	1179338	19279	11424498	.1049	15.77
Ten-Year Average	6758316	622470	11537	7392323	.0858	11.41
Std. Dev.	2114322	438060	4473	2102983		

Sources: Market Value from Table I - 2.
Direct Price Support and O&M from Tables II - 2.
Producer Value calculated from columns 1+2+3.
Estimated Subsidy calculated from columns (4-1)/4.
Estimated Subsidy per Tonne calculated from (4-1) divided by production from Table I - 1.
Average Subsidies are weighted by annual production.

Table III - 2(b)
UNITED STATES
Estimated Subsidies on Oats Production, 1972 - 1981
(US\$'000)

	Market Value	Direct Price Support	Waterways O & M Expenditure	Total Producer Value	Estimated Subsidy as a Proportion of Total Producer Value	Estimated Subsidy per Tonne (US\$)
1972	508000	26230	143	534373	.0494	2.47
1973	784000	7603	198	791801	.0099	.76
1974	927000	2428	139	929567	.0028	.27
1975	928000	1793	130	929923	.0021	.19
1976	845000	1351	332	846683	.0020	.20
1977	853000	4370	260	857630	.0054	.40
1978	688000	11014	294	699308	.0162	1.26
1979	713000	5578	296	718874	.0082	.72
1980	813000	4594	327	817921	.0060	.70
1981	932000	77	393	932470	.0005	.06
Ten-Year Average	799100	6504	251	805855	.0084	.73
Std. Dev.	126714	7255	88	120017		

Sources: Market Value from Table I - 2.
Direct Price Support and O&M from Tables II - 2.
Producer Value calculated from columns 1+2+3.
Estimated Subsidy calculated from columns (4-1)/4.
Estimated Subsidy per Tonne calculated from (4-1) divided by production from Table I - 1.
Average Subsidies are weighted by annual production.

Table 111 - 2(c)
UNITED STATES
Estimated Subsidies on Barley and Rye Production, 1972 - 1981
(US\$'000)

	Market Value	Direct Price Support	Waterways O & M Expenditure	Total Producer Value	Estimated Subsidy as a Proportion of Total Producer Value	Estimated Subsidy per Tonne (US\$)
1972	536000	121225	610	657835	.1852	12.23
1973	938000	79683	123	1017806	.0784	8.11
1974	869000	10864	32	879896	.0124	1.51
1975	931000	6136	36	937172	.0066	.72
1976	867000	13334	84	880418	.0152	1.58
1977	782000	142606	54	924660	.1543	15.04
1978	919000	126480	61	1045541	.1210	12.04
1979	918000	41607	43	959650	.0434	4.68
1980	1068000	42837	80	1110917	.0386	5.19
1981	1222000	111578	97	1333675	.0837	10.26
Ten-Year Average	905000	69635	122	974757	.0716	7.57
Std. Dev.	168291	50237	165	166347		

Sources: Market Value from Table 1 - 2.
Direct Price Support and O&M from Tables 11 - 2.
Producer Value calculated from columns 1+2+3.
Estimated Subsidy calculated from columns (4-1)/4.
Estimated Subsidy per Tonne calculated from (4-1) divided by production from Table 1 - 1.
Average Subsidies are weighted by annual production.

Table III - 2(d)
UNITED STATES
Estimated Subsidies on Corn Production, 1972 - 1981
(US\$'000)

	Market Value	Direct Price Support	Waterways O & M Expenditure	Total Producer Value	Estimated Subsidy as a Proportion of Total Producer Value	Estimated Subsidy per Tonne (US\$)
1972	8732000	1610792	23805	10366597	.1577	11.54
1973	14401000	958673	38251	15397924	.0647	6.99
1974	13716000	248080	24246	13988326	.0195	2.30
1975	14790000	103372	31306	14924678	.0090	.91
1976	13471000	205880	56941	13733821	.0191	1.65
1977	12886000	516992	43294	13446286	.0417	3.47
1978	16280000	994018	52030	17326048	.0604	5.66
1979	19904000	763885	55697	20723582	.0395	4.06
1980	20687000	553443	60171	21300614	.0288	3.63
1981	20005000	774291	69536	20848827	.0405	4.05
Ten-Year Average	15487200	672943	45528	16205670	.0443	4.39
Std. Dev.	3589599	429477	15006	3524389		

Sources: Market Value from Table I - 2.

Direct Price Support and O&M from Tables II - 2.

Producer Value calculated from columns 1+2+3.

Estimated Subsidy calculated from columns (4-1)/4.

Estimated Subsidy per Tonne calculated from (4-1) divided by production from Table I - 1. Average Subsidies are weighted by annual production.

Table 111 - 2(e)
UNITED STATES
Estimated Subsidies on Soybeans Production, 1972 - 1981
(US\$'000)

	Market Value	Direct Price Support	Waterways O & M Expenditure	Total Producer Value	Estimated Subsidy as a Proportion of Total Producer Value	Estimated Subsidy per Tonne (US\$)
1972	5550782	-2	10383	5561162	.0019	.30
1973	8786449	-34	12871	8799285	.0015	.30
1974	8245377	-3	10310	8255685	.0012	.31
1975	7618061	-21	10768	7628808	.0014	.26
1976	8769010	-67	19156	8788099	.0022	.54
1977	9944559	-25	15777	9960311	.0016	.34
1978	12449511	-6	22639	12472144	.0018	.45
1979	14249989	105166	18439	14373594	.0086	2.00
1980	13559591	-2084	24085	13581593	.0016	.45
1981	12942997	-620	29998	12972375	.0023	.55
Ten-Year Average	10211633	10230	17443	10239306	.0027	.61
Std. Dev.	2765602	31651	6337	2785865		

Sources: Market Value from Table 1 - 2.
Direct Price Support and O&M from Tables 11 - 2.
Producer Value calculated from columns 1+2+3.
Estimated Subsidy calculated from columns (4-1)/4.
Estimated Subsidy per Tonne calculated from (4-1) divided by production from Table 1 - 1.
Average Subsidies are weighted by annual production.

Table 111 - 2(f)
UNITED STATES
Estimated Subsidies on Sorghum Production, 1972 - 1981
(US\$'000)

	Market Value	Direct Price Support	Waterways O & M Expenditure	Total Producer Value	Estimated Subsidy as a Proportion of Total Producer Value	Estimated Subsidy per Tonne (US\$)
1972	1108000	294367	619	1402986	.2103	14.35
1973	1995000	177901	154	2173055	.0819	7.54
1974	1751000	66605	19	1817624	.0367	4.18
1975	1715000	22612	55	1737667	.0130	1.19
1976	1450000	37728	247	1487975	.0255	2.08
1977	1357000	197490	421	1554911	.1273	9.85
1978	1464000	350630	232	1814862	.1933	18.89
1979	1880000	182843	206	2063049	.0887	8.91
1980	1696000	130309	504	1826813	.0716	8.89
1981	2032000	561020	802	2593822	.2166	25.13
Ten-Year Average	1644800	202151	326	1847276	.1096	10.45
Std. Dev.	280772	155924	241	337098		

Sources: Market Value from Table 1 - 2.
Direct Price Support and O&M from Tables 11 - 2.
Producer Value calculated from columns 1+2+3.
Estimated Subsidy calculated from columns (4-1)/4.
Estimated Subsidy per Tonne calculated from (4-1) divided by production from Table 1 - 1.
Average Subsidies are weighted by annual production.

Table IV - 3(a)
E.E.C. - 9
Estimated Subsidies on Wheat Production,
Calculated from World Prices

	Production (tonnes)	Producer Value (US\$'000)	Domestic Price (US\$/tonne)	World Value (US\$'000)	World Price (US\$/tonne)	Effective Subsidy (US\$'000)	Effective Subsidy (US\$/tonne)	Effective Subsidy as a proportion of:	
								World Price (ratio)	Domestic Prod. Value (ratio)
1972	44495	4783755	107.51	4273745	96.05	509990	11.46	.1193	.1066
1973	44540	5950348	133.60	8198032	184.06	-2247684	-50.46	-.274	-.378
1974	48819	7244327	148.39	8767404	179.59	-1523077	-31.20	-.174	-.210
1975	42378	7498151	175.99	7036867	166.05	421284	9.94	.0599	.0565
1976	42748	7993889	187.00	5339653	124.91	2654236	62.09	.4971	.3320
1977	40648	7831574	192.67	4746873	116.78	3084701	75.89	.6498	.3939
1978	51369	10282759	200.17	8521090	165.88	1761669	34.29	.2067	.1713
1979	46442	10295783	221.69	9243351	199.03	1052431	22.66	.1139	.1022
1980	52141	12353377	236.92	10871920	208.51	1481457	28.41	.1363	.1199
1981	51594	12318356	238.76	10437466	202.30	1880890	36.46	.1802	.1527
Ten-Year Average	46517	8651230	184.27	7743640	164.32	907590	19.95	.1172	.1049
Std. Dev.	4000	2434731	41.58	2201146	37.02	1614810	36.34		

Sources: Production and Producer Value from Table I - 3(a).

Domestic Price calculated from Production and Value.

World Price from EEC, ISSN 92-825-2326-8.

Effective Subsidy per tonne calculated from difference of Domestic Price and World Price.

Effective Subsidy in dollars calculated from Production and Subsidy per tonne.

Effective Subsidy as a proportion of World Value and of Domestic Producer Value calculated from preceding columns.

Averages for ratios are weighted by annual production.

Table IV - 3(b)

E.E.C. - 9
Estimated Subsidies on Oats Production,
Calculated from World Prices

	Production (tonnes)	Producer Value (US\$'000)	Domestic Price (US\$/tonne)	World Value (US\$'000)	World Price (US\$/tonne)	Effective Subsidy (US\$'000)	Effective Subsidy (US\$/tonne)	Effective Subsidy as a proportion of: World Domestic Price Prod. Value (ratio)	Effective Subsidy as a proportion of: World Domestic Price Prod. Value (ratio)
1972	10450	915213	87.58	612370	58.60	302843	28.98	.4945	.3309
1973	9817	1134568	115.57	901201	91.80	233368	23.77	.2590	.2057
1974	10018	1341706	133.93	1310655	130.83	31051	3.10	.0237	.0231
1975	9453	1439913	152.32	1261030	133.40	178883	18.92	.1419	.1242
1976	7067	1232139	174.35	924717	130.85	307422	43.50	.3324	.2495
1977	7850	1323604	168.61	1009118	128.55	314487	40.06	.3116	.2376
1978	8660	1549291	178.90	1064314	122.90	484977	56.00	.4557	.3130
1979	7657	1477111	192.91	1219454	159.26	257657	33.65	.2113	.1744
1980	7307	1525650	208.79	1358006	185.85	167644	22.94	.1234	.1099
1981	7069	1552451	219.61	1428645	202.10	123806	17.51	.0867	.0797
Ten-Year Average	8535	1349165	163.26	1108951	134.41	240214	28.84	.2166	.1780
Std. Dev.	1242	196443	39.38	239981	39.50	118551	14.32		

Sources: Production and Producer Value from Table I - 3(a).

Domestic Price calculated from Production and Value.

World Price from EEC, ISSN 92-825-2326-8.

Effective Subsidy per tonne calculated from difference of Domestic Price and World Price.

Effective Subsidy in dollars calculated from Production and Subsidy per tonne.

Effective Subsidy as a proportion of World Value and of Domestic Producer Value calculated from preceding columns.

Averages for ratios are weighted by annual production.

Table IV - 3(c)

E.E.C. - 9
Estimated Subsidies on Barley Production,
Calculated from World Prices

	Production (tonnes)	Producer Value (US\$'000)	Domestic Price (US\$/tonne)	World Value (US\$'000)	World Price (US\$/tonne)	Effective Subsidy (US\$'000)	Effective Subsidy (US\$/tonne)	Effective Subsidy as a proportion of: World Domestic Price (ratio)	World Domestic Prod. Value (ratio)
1972	33700	2908110	86.29	2220830	65.90	687280	20.39	.3095	.2363
1973	34547	3825140	110.72	2844945	82.35	980195	28.37	.3445	.2563
1974	34865	4574575	131.21	3599811	103.25	974764	27.96	.2708	.2131
1975	32271	4799851	148.74	4112939	127.45	686912	21.29	.1670	.1431
1976	30020	4288015	142.84	3551366	118.30	736649	24.54	.2074	.1718
1977	37647	6217263	165.15	4021453	106.82	2195810	58.33	.5460	.3532
1978	39558	6906543	174.59	4798385	121.30	2108158	53.29	.4393	.3052
1979	39053	7734741	198.06	6175060	158.12	1559681	39.94	.2526	.2016
1980	40221	8367193	208.03	7372509	183.30	994684	24.73	.1349	.1189
1981	38640	8311849	215.11	7185108	185.95	1126741	29.16	.1568	.1356
Ten-Year Average	36052	5793328	158.07	4588241	125.27	1205087	32.80	.2626	.2080
Std. Dev.	3283	1873295	40.13	1682290	37.93	532250	12.64		

Sources: Production and Producer Value from Table I - 3(c).

Domestic Price calculated from Production and Value.

World Price from EEC, ISSN 92-825-2326-8.

Effective Subsidy per tonne calculated from difference of Domestic Price and World Price.

Effective Subsidy in dollars calculated from Production and Subsidy per tonne.

Effective Subsidy as a proportion of World Value and of Domestic Producer Value calculated from preceding columns.

Averages for ratios are weighted by annual production.

Table IV - 3(d)
E.E.C. - 9
Estimated Subsidies on Rye Production,
Calculated from World Prices

	Production (tonnes)	Producer Value (US\$'000)	Domestic Price (US\$/tonne)	World Value (US\$'000)	World Price (US\$/tonne)	Effective Subsidy (US\$'000)	Effective Subsidy (US\$/tonne)	Effective Subsidy as a proportion of: World Domestic Price Prod. Value (ratio)	Effective Subsidy as a proportion of: World Domestic Price Prod. Value (ratio)
1972	3836	400630	104.44	306113	79.80	94517	24.64	.3088	.2359
1973	3405	439315	129.02	424467	124.66	14848	4.36	.0350	.0338
1974	3351	483018	144.14	433284	129.30	49733	14.84	.1148	.1030
1975	2854	493269	172.83	335060	117.40	158209	55.43	.4722	.3207
1976	2874	536355	186.62	362411	126.10	173943	60.52	.4800	.3243
1977	3461	672423	194.29	409090	118.20	263333	76.09	.6437	.3916
1978	3400	706581	207.82	469370	138.05	237211	69.77	.5034	.3357
1979	2885	656703	227.63	528013	183.02	128690	44.61	.2437	.1960
1980	2852	675400	236.82	582093	204.10	93307	32.72	.1603	.1382
1981	2400	578053	240.86	516360	215.15	61693	25.71	.1195	.1067
Ten-Year Average	3132	564175	184.45	436626	143.58	127549	40.87	.2921	.2261
Std. Dev.	402	103850	44.35	84093	40.79	76756	22.93		

Sources: Production and Producer Value from Table I - 3(d).

Domestic Price calculated from Production and Value.

World Price from EEC, ISSN 92-823-2326-8.

Effective Subsidy per tonne calculated from difference of Domestic Price and World Price.

Effective Subsidy in dollars calculated from Production and Subsidy per tonne.

Effective Subsidy as a proportion of World Value and of Domestic Producer Value calculated from preceding columns.

Averages for ratios are weighted by annual production.

Table IV - 3(e)

E.E.C. - 9									
Estimated Subsidies on Corn Production, Calculated from World Prices									
	Production (tonnes)	Producer Value (US\$'000)	Domestic Price (US\$/tonne)	World Value (US\$'000)	World Price (US\$/tonne)	Effective Subsidy (US\$'000)	Effective Subsidy (US\$/tonne)	Effective Subsidy as a proportion of: World Domestic Price (ratio)	Effective Subsidy as a proportion of: Domestic Prod. Value (ratio)
1972	13640	130811	95.95	1107977	81.23	200834	14.72	.1813	.1534
1973	16389	1843255	112.47	1992902	121.60	-149648	-9.13	-.075	-.081
1974	14291	1997897	139.80	1858259	130.03	139638	9.77	.0751	.0699
1975	14096	2132058	151.25	1768484	125.46	363573	25.79	.2056	.1705
1976	11324	1769975	156.30	1213933	107.20	556042	49.10	.4580	.3142
1977	15513	2611895	168.37	1550524	99.95	1061370	68.42	.6845	.4064
1978	16295	2966940	182.08	2045023	125.50	921918	56.58	.4508	.3107
1979	17388	3467484	199.42	2680186	154.14	787297	45.28	.2937	.2271
1980	16351	3573187	218.53	3047009	186.35	526178	32.18	.1727	.1473
1981	17022	3850639	226.22	3305672	194.20	544967	32.02	.1649	.1415
Ten-Year Average	15231	2552214	165.04	2056997	132.57	495217	32.47	.2407	.1940
Std. Dev.	1779	829816	40.65	701611	34.24	352324	22.18		

Sources: Production and Producer Value from Table I - 3(e).

Domestic Price calculated from Production and Value.

World Price from EEC, ISSN 92-825-2326-8.

Effective Subsidy per tonne calculated from difference of Domestic Price and World Price.

Effective Subsidy in dollars calculated from Production and Subsidy per tonne.

Effective Subsidy as a proportion of World Value and of Domestic Producer Value calculated from preceding columns.

Averages for ratios are weighted by annual production.

TABLE V - 1
WESTERN CANADA
Sales Prices of Grains, 1972 - 1981
(CAN\$/tonne)

	Wheat	Oats	Barley	Rye	Flaxseed	Rapeseed
1972	82.68	71.57	70.02	72.00	190.05	160.50
1973	178.58	113.10	127.59	134.00	403.92	279.76
1974	163.33	114.06	114.36	121.00	375.67	318.95
1975	150.52	110.87	108.92	112.00	274.15	226.80
1976	115.93	90.75	95.55	93.00	280.42	282.13
1977	115.84	88.18	93.31	86.00	225.90	295.94
1978	160.93	77.81	96.15	88.00	303.75	304.77
1979	196.76	84.56	110.37	124.00	329.01	309.04
1980	227.65	151.15	133.63	164.00	377.59	329.35
1981	206.83	120.58	138.30	164.00	353.33	317.08
Ten-Year Average	159.91	102.26	110.82	115.80	311.38	282.43
Std. Dev.	42.94	22.89	23.03	30.31	66.02	49.09

Sources: Canadian Wheat Board, Annual Report, 1981/82.
Canada Grains Council, Statistical Handbook, 1982.

TABLE V - 2
UNITED STATES
Market Prices of Grains, 1972 - 1981
(US\$/tonne)

	Wheat	Oats	Barley	Rye	Corn	Soybeans	Sorghum
1972	64.31	47.60	54.99	39.14	61.67	160.52	53.90
1973	144.79	76.23	96.87	73.46	100.92	208.62	84.45
1974	148.38	96.87	122.56	95.92	116.07	249.09	109.75
1975	130.44	93.74	109.68	91.36	99.87	180.90	89.66
1976	100.36	100.30	102.36	97.37	84.61	250.25	79.30
1977	84.84	73.96	82.51	81.02	79.78	212.90	67.57
1978	109.28	76.70	87.98	78.56	88.17	244.78	78.82
1979	138.96	87.81	104.51	82.75	98.68	230.87	91.50
1980	143.57	115.04	130.47	102.87	122.49	278.02	115.28
1981	134.51	118.94	112.17	114.16	96.01	234.22	90.88
Ten-Year Average	119.94	88.72	100.41	85.66	94.83	225.02	86.11
Std. Dev.	20.10	20.10	20.10	20.10	20.10	20.10	20.10

Sources: See Table V - 1.

TABLE V - 3(a)
E. E. C. - 9
Sales Prices of Wheat, 1972 - 1981
(US\$/tonne)

	Germany	France	Italy	Netherlands	Belg./Lux.	U.K.	Ireland	Denmark	-----Durham-----	
									France	Italy
1972	115.60	98.80	120.10	113.00	111.10	86.50	86.50	92.00	158.30	137.10
1973	143.87	117.60	147.00	135.50	132.00	118.30	134.40	122.60	216.80	185.90
1974	153.40	122.90	158.20	141.60	138.00	143.90	111.20	135.30	290.50	265.20
1975	184.91	157.63	177.14	169.62	174.24	133.38	156.44	155.40	284.82	269.66
1976	209.78	169.87	198.04	189.95	190.58	147.14	157.11	178.46	248.68	248.18
1977	229.40	171.60	205.40	205.10	201.40	164.50	174.50	191.50	245.70	265.90
1978	229.30	176.70	217.70	206.10	210.80	167.50	181.90	198.00	249.10	282.60
1979	249.50	193.70	240.40	221.80	227.30	205.50	190.70	212.80	263.90	315.50
1980	258.00	208.10	262.40	228.00	233.60	233.30	183.40	230.10	245.10	350.00
1981	261.60	215.30	269.80	241.80	240.90	239.60	198.40	243.30	263.70	283.60
Ten-Year Average	203.54	163.22	199.62	185.25	185.99	163.96	157.46	175.95	246.66	260.36
Std. Dev.	48.96	37.20	47.12	41.30	43.59	46.88	34.71	46.40	35.61	57.56

Sources: EUROSTAT.
EEC, Agricultural Markets, (various annual reports).

APPENDIX ' 'TRPT-272' '

THE LANDIS WHEAT POOL COMMITTEE
SUBMISSION
ON BEHALF OF LOCAL FARMERS TO
THE TRANSPORTATION COMMITTEE OF
THE PARLIAMENT OF CANADA
August 9, 1983

FOR RELEASE: 9:00 a.m.

The Landis Wheat Pool Committee appreciates the opportunity to appear before your committee and present the views of local Pool members.

Landis is situated in west-central Saskatchewan, 90 miles west of Saskatoon, or about 200 miles northwest of Regina, and is located on the main line of the C.N.R. running from Winnipeg to Edmonton.

Our committee places on record, on behalf of farmers it represents, their objection to the fact that your committee, representing the parliament of Canada, chose to hold only one hearing in Saskatchewan, rather than a series of hearings, accessible to all those persons who will be affected by Bill C-155, if you should insist on implementing the principles of the bill.

To say the least, the location of the hearing demonstrates insensitivity. Further, to hold hearings on such a profound farming matter, in August, at a time when the farm load is unduly heavy, indicates on the part of most members a 'don't give a damn', attitude towards the views of grain producers and other citizens of the prairies. You have forced us to come here in defense of a principle transportation policy at great inconvenience, and we resent that fact.

The government of Canada chose to ignore the major recommendations of the Hall Commission, a commission in which every interest had an opportunity to present their views. Despite the Hall Commission's findings, the government persisted in its mission to kill the Crow.

The delivery point of Landis has 220 farm units holding permit books and delivering grain to its elevators. We must point out to your committee that with the abandonment of branch lines or the reduction of their use, Landis also receives grain from permit holders located on these lines (i.e.) The Brass sub division (to be closed out August 31, 1983) and the Dodsland subdivision (due for closure), to name a couple.

In the crop year 1982/83, which ended July 31, the elevators at Landis received 3,350,000 bushels, or about 84,000 tonnes on a weighted average basis. Put in other terms it represents 15,909 bushels per permit holder (grain farmer), or about 398 tonnes.

At current freight costs of 23¢ per C.W.T. it represents a cost of \$5.07 per tonne, or $\$5.07 \times 398 = \2017.86 . In aggregate total, freight cost to Landis grain producers currently stands at \$428,400.00

Under the Snavelly Costing Formula, accepted by Gilson and Pepin, these costs at current volume would rise by 5.1 times to \$2,184,840.000. A total increase in freight costs to the delivery point would be \$1,756,440.00, or each farm would experience an increase cost of \$7,984.00.

Some members of this committee will argue that we are not dealing with the Snavelly costing calculations, or with Gilson's findings and

recommendations. We wish to point out that Gilson accepted Snavely's findings and principles except for minor variations, as did Mr. Pepin.

The basis of the current proposed legislation also accepts these principles of calculation, which we reject, and which we believe to be based on fault assumptions and selected data, for, as Mr. Snavely concedes in his report, given the current state of the art, constant costs cannot be attributed to any category of transport.

Bill C-155 proposes to tie freight rates to a percentage of the weighted export price of the six major grains. Ten percent of that value has been proposed as the rate which if implemented, means a rate of 10% of the gross export value of the grain farmer's income.

Little has been said or written about the impact of this proposition, given the costing formula which institutionalizes inflation in railway rate setting. In so far as grain rates are concerned, if the government, in its haste to kill the Crow would be so foolish as to proceed with either of these proposals, or their modifications, economic disaster for the majority of farmers must ensue.

In summary: We reject Bill C-155 on the following grounds:

1. We reject variable rates in all circumstances--for example, weekends or seasonal. From a marketing point deliveries for sale must be made when the boats arrive for cargo. When terminals are plugged, while such rates may be offered, they are only optical. Besides, under normal monopolistic rates setting, rates would rise to exploit revenue opportunity during periods of high volume movement. Who is trying to kid whom?

Weekend movement is proposed for other purposes; this is not to argue against weekend movement, but to argue weekend movement must be an integral part of total movement.

2. We reject the proposed Legislated Grain Transportation Agency. The management of rail transportation rolling stock is functional to marketing.

The Canadian Wheat Board is the major 'shipper' of grain, not their agents, the elevator companies, the international grain trade, nor the railways or the lake shippers. It is wrong in principle and operationally to transfer that obligation from the Canadian Wheat Board to an agency made up of service organizations functional yet properly subservient to the board. We must draw the conclusion that the interest who support such an agency wish to subvert the integrity of the Board. We recognize there will be protests to the contrary, but can only respond that some may be duplicit, while others are unwittingly taken in by those who know and understand the

process. Let us reiterate in no uncertain terms: We Reject the Proposed Agency.

3. We reject the proposed costing review on the grounds that it is part of Pepin's and the Department of Transport's tactics. After having finished the farmers into agreeing to give up their historic right to the statutory rates by 1986 they can rapidly transfer control over production and marketing and rail rate making to railroads and international business, and further decimate the prairie farm economy on these grounds alone.
4. We reject Bill C-155 on principle.

RECOMMENDATIONS

1. We recommend a referendum among prairie farmers to determine their wishes on the matter of keeping the statutory grain rates intact, or accepting Bill C-155 or its modifications.
2. The principles of Bill C-155 be split into three parts:
 - a. All public funds contributed to Canadian railways must be, by investment in railroad capacity as public equity. It is being proposed that each railraod will receive about 1.35 billion dollars or a total or 3.7 billion dollars for investment in rail capacity.

What responsible citizen would give \$3.7 billion to two firms, the C.N.R. and the C.P.R., (which is one of the wealthiest corporations in Canada), and not have the capital show up on his or her books as equity?

Could you imagine the president and board of C.P.R. or for that matter, C.N.R., reporting to their shareholders they have just given \$3.7 billion to firms So and So? A shareholder stands up and asks "What equity do we have in the recipient firms?, and the president replies, "none...". What would those shareholders say or do? Yet we as shareholders of Canada, are told our government, or if you like, our Board of Directors, supported by a large number of commercial interests, are preparing to make investments of that magnitude without taking an equity position.

To repeat, we demand all public funds invested in railroads must be for future capacity, and must appear as an asset on the books of the Government of Canada.

- b. That the 1897 Crowsnest Pass Agreement be amended by dissolving the section containing the \$2.00 on board statutory price contained in the current act, making it possible for the Government of Canada access to this coal with proven resources of 7.8 billion tonnes of high wuality, low volatile metalurgic 1 coal. Net revenues from this coal should be directed to financing needed future rail transport capacity, consistent with the spirit of Canada's Rail Transportation policy of 1891-1925.
- c. The statutory rate for grain remain intact as part of western Canada's bargain in Confederation.

A. SOME QUESTIONS FOR MEMBERS OF THIS COMMITTEE AND OTHER PARLIAMENTARIANS.

- 1. The 1981 Snavelly Report stated that for railways to cover their costs for moving grain, their rate would have to rise 4.3 times or 430%.

Using the 1981 Statistics Canada Report, on the respective railways, systems wide gross average revenue per loaded train mile was \$61.14 for C.N.R. and \$58.28 for C.P.R. When comparing these revenues with the revenues from grain required to cover costs according to Snavelly's formula, one is struck by the fact they represent only about 50% or required grain revenues, if one accepts Snavelly's criteria for cost calculation for grain, and applied the same criteria to other categories of cargo, railroads should be broke, and they are not. C.P.R. has never fallen into the red since its formation in 1881.

‘‘There is something rotten in the state of Denmark’’, and we ask you to find out the answer to this fundamental costing question.

NOTE: It should be remembered that based on Snavelly's costing procedures and formula, compensatory rates were calculated at 5.1 times Crow. That would mean an even greater discrepancy. 143.80 5.1 compared to 121.86 4.3. At that level the proposition becomes even more outrageous.

- 2. Determine for which markets for cattle, hogs, and lamb exist, and are compensatory for prairie farmers. Identify:
 - a. their location, which countries, and the market location within those countries.
 - b. tell us of the cost and benefits. Who pays the cost? who benefits? By how much?
- 3. Who will benefit from the proposed massive transfer of public and grain producer capital?

- a. the railways?
 - b. the international resource companies (i.e.) coal, sulphur, petrochemical, etc.? By category, by how much?
 - c. opportunistic current or former federal cabinet ministers (is history about to repeat itself)?
4. What is the government's projected growth in rail revenue:
- a. by the railroads?
 - b. by commodity?

We have come to this committee to tell you of our opinions on the subject matter under discussion, as it affects the farmer.

Remember the Maritime freight rate agreement was killed by consent, and the maritime economy died. If you agree to kill the Crow, the renewable resource sector of Western Canada will die and with it, major agriculturally dependent sectors of the Canadian economy.

To the members from Quebec and Ontario, if the grain economy of the prairies is further sickened by the proposed precipitous action, killing the Crow, you would currently suffer the collapse of your plant economies, will only have your economies further shredded through the forced withdrawal of purchasing power among prairie grain producers.

We have been instructed to tell your committee that our members feel used and abused by the Minister of Transport, Mr. Pepin. They feel used and abused by officials of organizations who are anxious to kill the Crow.

They feel their interest have or are about to be sacrificed for the commercial interests and for federal Liberal political interests. People feel alienated from institutions they have traditionally depended upon to serve them. They now feel they are not being served adequately or correctly and they are angry; as yet passive. It is the view of these people that to kill the Crow is to kill Canadian unity. They support the Crow. To those who choose not to support our recommendations, you may expect the wrath of the people.

All of which is respectfully
submitted by

LANDIS WHEAT POOL COMMITTEE

APPENDIX "TRPT-273"

MANITOBA HOG PRODUCERS' MARKETING BOARD

SUBMISSION

to

THE STANDING COMMITTEE ON TRANSPORT

re

BILL C-155

"An Act to facilitate the transportation,
shipping and handling of western grain
and
to amend certain Acts in consequence thereof"

Winnipeg, Manitoba
5 August 1983

The hog industry is important to Manitoba. In 1982, the province's 3500 hog producers marketed 1.2 million hogs, up 2.2 percent from 1981. Average price in '82 was a record breaking \$80.61 per cwt., producing \$168 million in farm cash receipts. The spin-off effect to the total economy was nearly \$1 billion. Besides production jobs, the hog industry provides employment in the packing, processing, trucking, feed formulation and agri-business service segments of Manitoba's economy.

The Manitoba Hog Producers' Marketing Board is the sole selling agent for Manitoba's hog producers. Besides domestic sales, in 1982, the Board exported 83,000 hogs to western U.S. markets and 35,000 to eastern and western Canada. Manitoba is pleased to participate in a significant way in developing off-shore markets for pork. In 1982, the surplus of Canadian pork exports over imports, valued in excess of \$500 million, added measurably to Canada's economy.

As Dr. Clay Gilson said in his 1979 report, "The Hog Industry in Manitoba", the stage is now set for success in pork production, processing and marketing. "Manitoba should be able to develop a hog industry which could compete with pork producers and processors anywhere in North America". "Should" - all things being equal - which they're not going to be, if Bill C-155, as it is now proposed, becomes law.

Manitoba hog producers are in complete agreement on the need for a re-vitalized railway system. However, they are concerned that the proposed method of financing these much-needed capital improvements, as outlined in

Bill C-155, will prevent solution of another pressing problem facing prairie agriculture. That problem is, of course, the production cost disadvantage faced by the livestock industry as a result of the statutory grain freight rate. This has come about because grain freight rates have effectively become more and more heavily subsidized during the recent period of high inflation.

Between 1974 and 1983, for example, the average annual increase in rail and trucking costs for meat was 14%. For grain, it was 0%. More seriously, from the livestock producers' viewpoint, this defacto subsidy on grain had the effect of artificially raising the price of domestic feed grains on the prairies. During times of tight feed grains supply, the prairie livestock industry had to buy its grain at the Thunder Bay or Vancouver price, less only the relatively insignificant freight rate plus elevation and other costs paid by grain farmers.

This situation has been worsening rapidly. Had the Gilson proposals been followed, the production cost disadvantage faced by livestock producers would have begun to shrink, and at negligible cost to grain producers. Bill C-155 however, will make this disadvantage permanent.

A study commissioned by representatives of Manitoba's livestock producers in the spring of '83, confirmed the results of other studies which indicate that this cost disadvantage is serious.

If the Federal Government's Crow benefit payment is made directly to

the railways and the railways in turn maintain the rail tariff at country elevators below their compensatory rate by an amount equivalent to the benefit payment, then the prairie consumer of feed grains will have to bid an amount equal to this payment per tonne to keep that grain on the prairies.

The study referred to above calculates the resulting extra cost per market hog at between \$5.00 and \$6.00 in Manitoba. (Appendix 1)

It can be argued that the prairie livestock industry has so far managed to survive the Crow "hurt" which, over the years has been steadily increasing to its present size. It can further be argued that the Bill C-155 proposals will gradually diminish the relative (though not absolute) size of the "hurt" as grain growers begin to pay further inflationary and volume cost increases for shipping grain.

However, these arguments ignore several important points.

First, for extended periods in the past, the Crow "hurt" has existed only on paper. Restricted rail capacity did not permit grain growers to export everything they produced. Export priority was given to high value oil-seeds and CWRS wheats. To clear their inventory, many farmers expanded their livestock feeding enterprises to consume the surplus production.

Second, the result of Bill C-155, it is hoped, will be to upgrade the rail network to the point where grain hauling capacity need no longer be

rationed. Periods of acute over-supply of feed grains within the prairie region will no longer occur. Likewise, the periods of low feed costs which have kept the prairie livestock industry afloat will not occur either. Hog producers in Manitoba indeed do not desire to base their industry on distress feed grain prices.

Third, under Bill C-155, if inflationary grain hauling costs are above six percent per year, the Federal Government will pay for the excess. This will enlarge the size of the "hurt".

The overall result can only be a decline in prairie livestock feeding as producers find they cannot meet their competition in other regions of the country and internationally, or find that grain production is more profitable and less stressful.

In this context, it is worth noting that Bill C-155 proposes to fill the Crow gap to a maximum of 31.1 million tonnes of grain a year. Should livestock feeding within the prairie region decline sharply, the chances of the 31.1 million tonne limit being reached and exceeded with increase. Straight grain producers could then find themselves paying significantly more per bushel out of their own pockets than they had been led to expect. A vigorous and expanding prairie livestock industry, on the other hand, could mean that the limit is seldom reached. We do not think this possibility has been made sufficiently clear to those who support the 'pay the railway' approach.

For these and other reasons, we feel we must again stress our extreme concern about the method of payment proposed in Bill C-155. We are convinced that a payment method designed to neutralize the Crow "hurt" would be far preferable. A partial method for accomplishing this was outlined in the report which Dr. Gilson released last February. He proposed that part of the Crow benefit be paid to the farmers on a land acreage basis, without regard to whether the grain grown on that land was sold into the export market or for feed purposes within the prairie region. At the time, prairie livestock interests expressed concern that this proposal did not go far enough towards eliminating the Crow "hurt". It was certainly much better, however, than the C-155 proposals.

Other methods of payment are possible and an outline of one of these is appended.⁽²⁾ Obviously such a method would benefit the livestock industry immediately. In the longer term, we believe it will also benefit grain producers by providing them with a stable local market and holding grain exports below the 31.1 million tonne limit. Ultimately, too, we think the economic benefits to the entire nation would also be substantial. It makes sense to export raw agricultural products which are produced closest to port facilities and process those which are produced farthest away. The statutory freight rates over the years have tended to accomplish the opposite of this, and Bill C-155, as it now stands, will enshrine this misallocation of the nation's resources for posterity.

Summary

- 1) The hog industry is important to Manitoba, not only as a source of farm income but also in the value-added fields of packing, processing, trucking and feed formulation. It is also a substantial net earner of foreign exchange.
- 2) The livestock feeding industry on the prairies has already been damaged by the statutory freight rates which have tended to raise the local price of feed grain. This damage has been alleviated to some extent, by periods of acute grain over-supply within the region, the result of inadequate rail capacity.
- 3) The primary intent of Bill C-155 is to rehabilitate the rail system to the point where capacity will no longer be limited. Grain will then no longer be available to feeders at distress prices, and feeders will, in effect, have to compete with the Crow benefit to keep that grain on the prairies. In Manitoba, the resulting extra cost per hog is estimated between \$5.00 and \$6.00.
- 4) This artificial constraint on the prairie livestock industry could be avoided at little cost to grain producers by paying the Crow benefit in a way which leaves farmers free to choose whether they will use the money to subsidize their grain freight costs, or pocket the money and sell or feed their grain locally.

APPENDIX 1Calculation of extra cost of production per market hog in Manitoba if all Crow Benefit paid to railways

Average consumption of statutory grains

$$\text{Boars and Sows} \quad \frac{1200-1500 \text{ kg/yr} \times 92\% \text{ stat.grain}}{25 \text{ piglets/yr}} = 45 \text{ Kg} - 55 \text{ Kg}$$

$$\text{Weanings} \quad 25 \text{ Kg} \times 82\% \text{ stat. grain} = 21 \text{ Kg}$$

$$\text{Grower} \quad 100 \text{ Kg} \times 82\% \text{ stat. grain} = 82 \text{ Kg}$$

$$\text{Finisher} \quad 180 - 200 \text{ Kg} \times 90\% \text{ stat.grain} = \underline{162-180 \text{ Kg}}$$

$$310-338 \text{ Kg}$$

Average market hog finished in Manitoba will have consumed some .31 to .34 tonnes of feedgrains.

$$\text{Average Crow Benefit} \quad \frac{\$651.6 \text{ mm}}{31.1 \text{ mm tonnes}} = \$20.95$$

Freight Adjustment for Manitoba 16 cents/cwt to 18 cents/cwt on average of 21 cents/cwt for prairies

or 76% + 85% of average rates across prairies

Thus additional cost per tonne if all benefit paid to railways
 $(20.95 \times .76) \$16.00$ to $(20.95 \times .85) \$18.00$

Range of extra costs per market hog

$$.32 \text{ tonnes} \times \$16.00/\text{tonne} = \$4.96$$

$$.34 \text{ tonnes} \times \$18.00/\text{tonne} = \$6.12$$

Average extra cost would range from \$5.00 to \$6.00 dependent on location in province and feed conversion ratio achieved.

APPENDIX 2ALTERNATIVE METHOD OF PAYMENT OF THE "CROW BENEFIT" AND THE "AGRICULTURAL ADJUSTMENT FUND"

1. Calculations of a producer's "freight entitlement" based on his historical deliveries or his land base's ability to produce a proportionate share of the annual tonnage eligible for the "Crow Benefit".
2. Producers delivering grain to the elevator will exercise his "option" to receive his "freight entitlement" in the net sales value of his grain.
3. Producers delivering a portion, or none of their grain, to the elevator for export can select the option to withdraw quarterly residuals of their "freight entitlement" by cheque.
4. Producers delivering grain in excess of their "freight entitlement" will receive a price that reflects full freight rates.
5. To the extent that historic grain deliveries exceed "freight entitlement" calculations on the land base for some producers, additional funds can be allocated from the previously announced "Agricultural Adjustment Fund".

6. Direct payment of "freight entitlement" is expected to be less than 10% of the total "Crow Benefit". This dilution can be removed from export grain shippers by equivalent additions from the Agricultural Adjustment Fund.

7. Administration of this producer option method can be achieved by use of the present source information and staff of the Grain Companies, Canadian Wheat Board, and Western Grain Stabilization Administration - co-ordinated by the Grain Transportation Agency.

APPENDIX "TRPT-274"

SUPPLEMENTAL SUBMISSION BY
THE MINING ASSOCIATION OF BRITISH COLUMBIA
TO
THE TRANSPORT COMMITTEE OF THE HOUSE OF COMMONS
REGARDING BILL C-155
THE WESTERN GRAIN TRANSPORTATION ACT

AUGUST, 1983



**MINING ASSOCIATION
OF BRITISH COLUMBIA**

SUPPLEMENTAL SUBMISSION BY
THE MINING ASSOCIATION OF BRITISH COLUMBIA
TO
THE TRANSPORT COMMITTEE OF THE HOUSE OF COMMONS
REGARDING BILL C-155
THE WESTERN GRAIN TRANSPORTATION ACT

AUGUST, 1983

DATA ON THE SHARE
OF TRANSPORTATION COSTS
IN THE F.O.B. PRICES OF
BRITISH COLUMBIA'S MINING PRODUCTS

INTRODUCTION

When the Mining Association of British Columbia appeared before the Standing Committee on Transport in Vancouver, several of the Committee's members requested additional information about the share of transportation costs in the prices of B.C.'s mining products over the past decade. In response to this request, we are happy to provide the enclosed statistical tabulations and the accompanying explanatory material.

TRANSPORTATION COSTS OVER THE DECADE

As the aggregate data of Table 1 clearly show, transport costs for the mining industry have risen about four-fold over the past decade (from \$6.52 per tonne in 1973 to \$23.34 per tonne in 1982), while the f.o.b. prices received for mining products have not even doubled. The inexorable result is that transport costs have risen from 6.7% of the f.o.b. price in 1973 to 13.9% in 1982.

At a disaggregated level, the data for copper concentrate and coal are presented in Tables 2 and 3 respectively. For copper concentrate, the cost of transport per tonne has risen from about \$9.15 in 1973 (less than 2% of f.o.b. price) to about \$40.34 in 1982 (over 8% of f.o.b. price). For coal, transport costs have also quadrupled over the decade, rising from \$4.01 per short ton in 1973 to \$16.45 in 1982. For coal, the share of transport cost in f.o.b. price has not risen as dramatically as for other mining products, but an upward trend is still discernible and poses a serious cost-squeeze problem because of coal's low value per unit weight (and hence the heavy influence of transport costs on the coal industry's capacity to export competitively).

THE LARGER PICTURE

These substantial increases in transport costs must be viewed in the context of rapidly rising costs in virtually all aspects of the mining industry's operations. Energy costs were only \$2.84 per tonne in 1973; in 1982 this figure had reached \$16.23 per tonne. Taxes were about \$5.76 per tonne in 1973, but were \$21.79 per tonne in 1982. (One particularly worrisome aspect of the tax situation is that taxes and levies not related to earnings -- and therefore not based on the industry's ability to pay -- have recently been increasing by leaps and bounds, averaging about 26% annual growth over the past five years.) Wages and salaries were \$17.99 per tonne in 1973 but had risen to \$55.26 per tonne in 1982.

Prices have not risen to match these cost increases. Indeed, because of the world-wide recession, mineral prices are currently at very low levels. The result, as already indicated in our earlier submission to your Committee, is that the recent period has been a disastrous one for the mining industry of B.C., with most mines operating well below capacity and several mines closed down entirely. In 1982 the industry lost \$151 million.

Under the circumstances, costs (including transport costs) must be rigorously controlled if Canadian mining products are to continue to compete on world markets. Mining products are already paying their own way on the railways; they cannot afford to pay more to provide subsidized capacity for grain.

TABLE 1

THE SHARE OF TRANSPORT COSTS IN GROSS REVENUES
OF BRITISH COLUMBIA'S MINING INDUSTRY¹

<u>YEAR</u>	<u>GROSS REVENUES/TONNE</u> ²	<u>TRANSPORT COST/TONNE</u> ³	<u>SHARE</u>
	(1)	(2)	(2)/(1)
1973	\$ 97.38	\$ 6.52	6.7%
1974	104.15	7.29	7.0
1975	90.74	8.88	9.8
1976	115.54	10.74	9.3
1977	139.50	14.86	10.7
1978	148.20	16.38	11.1
1979	203.77	18.33	9.0
1980	221.14	20.69	9.4
1981	180.02	22.56	12.5
1982	167.40	23.34	13.9

NOTES

1. This table presents an aggregate (composite) view of the mining industry in B.C., covering primarily coal, copper, lead, zinc, molybdenum, iron, and asbestos. For disaggregate data for copper concentrate and coal, see Tables 2 and 3.
2. Gross mining revenues are essentially the industry's revenues measured at the point of export shipment, and therefore, when divided by tonnage, yield a figure that corresponds closely to the average f.o.b. price per tonne.
3. In recent years, rail transport has accounted for about 70% of total transport costs.

TABLE 2

THE SHARE OF TRANSPORT COSTS IN THE
F.O.B. PRICE OF COPPER CONCENTRATE

<u>YEAR</u>	<u>APPROX. F.O.B. PRICE/TONNE</u> ¹	<u>APPROX. TRANSPORT COST/TONNE</u> ²	<u>SHARE</u> ³
	(1)	(2)	(3)
1973	\$481.49	\$ 9.15	1.9%
1974	531.74	17.02	3.2
1975	349.67	20.28	5.8
1976	392.77	20.03	5.1
1977	387.37	22.47	5.8
1978	462.29	26.35	5.7
1979	759.51	33.42	4.4
1980	795.76	43.77	5.5
1981	624.07	42.44	6.8
1982	491.98	40.34	8.2

NOTES

1. The available records give a figure for mining revenue per tonne, which is a measure of revenue net of charges for refining, transport, etc. The available records also give a figure for the ratio between mining revenues per tonne and gross revenues per tonne, which permits the reconstruction of the data on gross revenues per tonne. This reconstructed figure is the number shown for the approximate f.o.b. price per tonne.
2. The approximate figures shown in this column have been reconstructed by multiplying column (1) times column (3). This information, though only approximate, is provided for ease of reference.
3. This information is given directly in the available records.

TABLE 3

THE SHARE OF TRANSPORT COSTS IN THE
F.O.B. PRICE OF COAL

<u>YEAR</u>	<u>PRICE PER SHORT TON F.O.B. ROBERTS BANK</u>	<u>TRANSPORT COST PER SHORT TON</u> ¹	<u>SHARE</u> (2)/(1)
April 1 - March 31	(1)	(2)	
1973	\$ 18.06	\$4.01	22.2%
1974	27.15	5.52	20.3
1975	46.79	7.62	16.3
1976	49.19	9.16	18.6
1977	51.68	10.31	19.9
1978	53.21	10.86	20.1
1979	53.21	11.71	22.0
1980	57.10	13.50	23.6
1981	60.76	15.20	25.0
1982	74.96	16.45	21.9
1983	63.35	17.15 (est.)	27.1

NOTES

1. For shipments from southeast British Columbia.

APPENDIX

A NOTE ON DATA AVAILABILITY AND MEANING

Table 1 presents a composite picture for all the various products of the mining industry in B.C. For summary purposes this is very useful, but it is also interesting to try to examine the situation more specifically on a product-by-product basis. This is done for copper and coal in Tables 2 and 3. Tables 1 and 2 are derived from the statistics on B.C.'s mining industry that have been prepared annually by Price Waterhouse since 1967. Table 3 is based on information provided by a member company.

The Price Waterhouse reports do not give separate information for minerals other than copper and coal. Therefore we turned to the individual companies for information on lead, zinc, and other products. Unfortunately, we were unable to gather the information needed.

Part of the problem is one of record-keeping. The mining companies are keenly interested in transport costs and track them closely on a current basis, but most of the companies then discard this detailed information after a year or two. Thus there appears to be no way to reconstruct a systematic picture of transport costs over longer periods like a decade.

Another part of the problem is conceptual in nature. The example of lead and zinc may serve to illustrate the difficulties. The smelter at Trail produces lead, zinc, and fertilizers. The raw materials come from a variety of sources, not just from the Sullivan mine. For example, a substantial share of the zinc concentrate comes from outside suppliers, some as far away as South America, and the smelter does not know what portion of the price paid for this concentrate represents transportation costs. Furthermore, even where transport costs are known, it is not clear that there is any meaningful way to allocate these costs between lead and fertilizer or between zinc and fertilizer, which are joint products of a single process.

APPENDIX "TRPT-275"

(TYPED FROM HANDWRITTEN LETTER)

Commons Transport Committee
c/o Mr. Maurice Dionne
Parliament Buildings
Ottawa, Ontario
K1A 0A6

Sirs:

The Mortlach Wheat Pool Committee is concerned about the implications resulting from abandoning the Statutory Crow Freight rate. Over the years farmers have seen many of their costs of production rise many times over, while the price of grain has not kept pace. We feel if the Statutory Crow rate is broken there is a real possibility that transportation costs could follow this same upward pattern. This would be especially hard on the farmers because the freight rate is charged against every bushel they sell. Farmers cannot overcome this price increase by becoming more efficient and growing more grain. The more one grows, the more one pays. Cost from farm gate will rise. When the grain collection system is centralized there is a further distance for farmers to haul grain. The bigger trucks will ruin the roads, thus putting added burden on the R.M.'s.

We have been told that the Crow rate is competing with the rate paid by Americans on the Mississippi River. We are in direct competition for world markets and any freight rate increase would put us at a disadvantage. Saskatchewan has no inland water course on which to haul grain. Therefore, we are compelled to ship our grain by rail. The only protection we have against high freight rates, in relation to the price of grain, is Parliament.

We urge Parliament to seriously consider the implications of tampering with the Statutory Crow rate. There was never a consensus among the producers in the west for a change in the Crow rate. We feel certain that the Federal treasury is not prepared to subsidize western grain farmers, as is the case in many countries. However, this will happen if our profit margin shrinks much more.

Submitted by
Mortlach Wheat Pool Committee
Arthur Redshaw, secretary

APPENDIX 'TRPT-276'

Submission for District 3 of the National Farmers Union

We feel that the railways have historically tried tactics to convince society that they need expanding capacity to move Canadian grain. Example. The National Farmers Union proved that the railways were leaving box cars on various sidings and also some were being used in the USA so leaving shippers short of necessary cars to keep up with commitments. Another follow through action was the class action the National Farmers Union had against the railway trying to get the government to enforce their law stating that the railways must move all commodities that request movement with a definite destination, section of the Canadian Railway Act.

As B.C. & Alberta Peace River farmers shipping out of Dawson Creek, British Columbia we find it extremely hard to see how our farms can possibly support any more costs--faced directly with lower initial payments.

Diversification to what!!!

With deminishing cattle and hog prices--a surplus is indicated.

Fesque -- price 1/3 of two years ago price or less.

Clovers--worthless last fall.

The Alberta report 'How Quebec and the pools licked Alberta' is a true example of contradictions. 'The 86-year-old Crow has badly beset the western livestock industry. This year, for example, the price of feed barley on the Prairies was 26 per cent (%) above what it would be were the Crow repealed and replaced with a true-cost rate.' These sort of reports seem to be a direct attempt at waging cattlemen and hog men against grain producers.

We ship out of Dawson Creek which as a total area will loss \$4,658,800 (at 5.1 times the Crow) per year.

Sources--'To Kill The Crow by John Gallagher'

This loss will break many businesses both in Dawson Creek and Eastern Manufacturing Co. For every job created from killing the Crow at least two jobs will be lost in present industries.

We must retain the Crow as a statutory freight rate as is.

District Director

Cynt Nobbs.

Rolla
British Columbia

APPENDIX ' 'TRPT-277' '

National Farmers Union
Local 613
Submission to
Transport Committee
July 15, 1983.

Introduction:

We welcome this opportunity to present our position and concerns regarding the proposed changes to the Crows Nest Pass Agreement, namely, Bill C-155.

We submit this brief on behalf of Local 613 of the N.F.U. and concerned people in our area. We are dedicated to the preservation of the individual farm family concept of food production and are the only farm organization that is national--thus representing all farm commodities in a common policy. The Federal Government is vitally involved with the unity of our Canadian people, so we therefore are presenting our brief with this concern foremost. The railroads are the reason that Canada exists. Government grants and subsidies are the reason railways exist.

We will attempt to outline briefly the reasons we cannot submit to change in the Crows Nest Pass Agreement--how it would adversely affect our area if it should go. We live in the northeast mixed farming area of Saskatchewan at the end of the branch lines. We represent one of the largest delivery points in the province. Our economy and that of our towns and communities depends on the welfare of the farming community. The recent drop in the income of the agricultural communities has already had a noticeable detrimental effect. Any further decline would be disastrous. The proposed 5X crow by 1990 would mean a direct transfer of approximately \$6 million per year from our trading area to railways. When this occurs it will automatically cause a slump in the economy that will be felt countrywide. As stated, being at the end of the railway, any hint of distance related rates makes us most vulnerable.

Closed railway stations are already a visable example of services which have disappeared here, resulting in a direct loss of three families at each point and more costly and inadequate service. Our small towns and villages cannot remain viable with any decline in population and commerce which is inevitable if the Statutory crow rates are changed.

Our second example presented is taken from the October 26, 1979 reference letter from the Canadian National Railway to the Carrot River Consumers Co-operative Association. This letter was with regard to a siding agreement No. 1445-1961 covering spur trackage which was rented annually to them for \$70.26. Suddenly on January 1, 1980, they were informed that their annual rate would be increased to \$1116.00 and that it would be reviewed and revised annually.

Considering that the Co-op Association had provided the construction material and labour for building this spur, this seemed a very arbitrary charge. Needless to say, this formidable increase of 784% plus paying full compensatory rates on products just could not be paid. membership would be faced with much higher costs. this is a distinct possibility of what would be in store for grain producers with implementation of Bill C-155.

The third example that we wish to present is the cost of a three ton truck now as compared to 1975 prices. In 1975, it took 2450 bushels of No. 3 red wheat to buy a new three ton truck. Today, it takes 7275 bushels of wheat to buy a new three ton truck. In terms of purchasing power, the farmer has to produce three times as much wheat to buy a new three ton truck. In terms of purchasing power, the farmer has to produce three times as much wheat to purchase this truck. Besides this, there is the added cost of production and three times as much freight.

Example:

2450 bus. of wheat times 13.5 cents crow rate at local points - \$330.75.
7275 bus. of wheat times 13.5 cents - \$982.13.

This shows the terrible effect of increased machinery and freight costs to the farmer. The railways would not tolerate such an increase!

Railways in western Canada were originally made to serve the people an instrument of national policy. Farmers in the European Economic Community receive massive subsidies. American farmers receive substantial aid. If Crow rate was originally to protect farmers from monopoly of railroads in 1925--the reasoning is still sound.

Our products are a captive market. We cannot pass on their cost of production to the consumer. In this area, farmers are already in a desparate situation trying to cope with increased costs and low prices for grain. This also applies to Nipawin and adjoining towns.

Grain is one of Canada's most vital exports. Is it logical that farmers should pay for the entire transportation of grain? In fact, to remain viable and in direct competition with other countries, we wonder if there should be any freight costs to producers. Our economy is directly dependent on agriculture.

Canadians benefit from \$4.2 billion worth of foreign exchange by grain exports made possible by Crow rate. If railways are losing money hauling grain, the entire nation, not just farmers should pay for any 'proven' losses.

The downturn in the economy has resulted in increased costs in this area. The following shows our 1981 costs as compared to our 1982 costs:

Petroleum products up 116%
Fertilizer products up 145%
Chemical products up 117%
Interest payments up 198%

With resulting net farm income DECLINE of 59% for 1978-1982. Our Rural Municipalities Numbers 456, 457, 486, and 487 are opposed to any change to freight rates. The added burden of additional upkeep of roads due to heavy loads will force the ratepayers into extra costs. (See 'Impact of increased grain movements on rural roads in the 80's' by Jim Webster, 1982 former Deputy Minister Sask. Rural Affairs.) 'The increased cost to each ratepayer in Sask. will be \$3670.'

Another vital concern is the Hudson Bay Port. It was not mentioned in the Federal plans to change the Crow rate. The Western Transportation Initiative Policy was only dedicated to spend money on mainline expansion and not Churchill or branchlines. The improvements needed on this line, we are told, will cost \$15 million. This is a very small price to pay to increase shipments three times. Also, had one more ship been loaded from this port last year, it would have shown a profit. This information is of grave concern to us since we are at the end of railway lines. We feel that we should bring this to your attention. If we could utilize this port to the fullest from this north-east area, block 27 shipping point would realize a saving of \$7,550,628. This is one half of money needed for line improvements!

The decision limiting the price of coal in the Dominion Coal Blocks could be repealed without touching the Crow rate agreement. We are in agreement with improving our railway system as recommended by the Hall Commission, especially the main railline through the Rocky Mountains but not at the expense of the farmer and taxpayers of Canada. The Government allotment of \$930 million would be divided as follows:

\$380 million for railway operating costs

\$550 million equity investment to include branch line rehabilitation, purchasing grain hopper cars, upgrading main lines with tunnels and not forgetting upgrading of Churchill line. Thus creating 485,000 jobs in the next decade as Pepin recommends.

We were given assurance by the Prime Minister that there would be no change in the Crow without a consensus in Western Canada. Is the democratic process still alive in Canada?

In conclusion, we must protect the fundamental principal of the Crow fixed rate for the producer and equal rate for equal distance (in statute). If this goes small towns like Carrot River will fold and it will spread like cancer across Saskatchewan.

PLEASE LISTEN!

Thank you

Respectfully submitted by Local 613 of N.F.U.

Carrot River
Saskatchewan

APPENDIX ' 'TRPT-278' '

PRESENTATION to the HOUSE OF COMMONS TRANSPORT
COMMITTEE

by National Farmers Union

Local 638

August 8, 1983

Wadena
Saskatchewan

On behalf of NFU Local 638 I would like to take this opportunity to express our concerns over the Western Grain Transportation Bill. I have used pamphlet TP 4499 put out by Transport Canada as my reference.

Our first concern is related to the compensatory rate as claimed by the railways. Government and producer financial contributions are based on Snavely's figures which were arrived at by using accounting practices which he (Snavely) admitted were unorthodox. Therefore, the bill has no accurate basis for arriving at a true compensatory rate for hauling grain and is, therefore, asking producers to contribute to the railways both in higher tariffs and through taxation without proof that the railways actually expend that much hauling grain. We would also like to remind the commissioners that the railways have not been hauling grain at the Crow Rate for many years if one takes into consideration the use of hopper cars provided by governments and the Wheat Board and the branch line rehabilitation payments which have been paid to the railways by the government.

The bill states that Freight Rates will continue to be generally distance related. The bill then sets out specific provisions which proceed to destroy the concept of distance related freight rates i.e. 1. the railways will be allowed to reduce rates at certain points which are served by both railways and treated as competitive points. It will not only create competitiveness at those specific points but also at all the other delivery points within a wide radius thereby destroying the concept of distance related freight rates. Also point 2. The principle of port parity on the West Coast leaves the door open for shippers to make a profit on freight rates paid by producers on grain delivered to those shippers and destroys the principle of distance related freight rates.

The principle of distance related freight rates is also destroyed by the provision made for rates below the annual rate scale negotiated and approved by the CTC for weekend and seasonal loadings. In effect, this throws the whole freight rate structure open to the variable rates.

The 31.1 million tonnes limit on subsidization of grain freight rates is a disincentive to increase grain production and the blended freight rate is based on an estimate taken before there is any grain planted. The adjustment of freight rate differing from the forecast is to be made in future crop years thus making the producers in one crop year subsidize the producers in another crop year.

The bill provides for Railway guarantees and obligations to be met or penalties can be attached. This system of awards and penalties provides the farmer with little satisfaction if he lives on a small branch line. He will still have to pay the higher freight rate even if he gets poor service and if the railways don't want to maintain a branch line, withholding government funds for upgrading that branch line won't matter one iota to the railways. They know they will get it for the lines they want to improve because it would

be ridiculous of the government to allow other sectors of the rail system to deteriorate just because the railways won't fix up one small branch line.

The bill establishes the Grain Transportation Agency (GTA) Administrator and the Senior Grain Transportation Committee to improve the grain handling and transportation system to keep costs down and reduce the burden on producers. In many cases the GTA and the SGTC will be duplicating the role of the Canadian Wheat Board and the Canadian Grain Commission. That will reduce costs? The Bill sets up a whole raft of mechanisms to ensure railway performance which shouldn't be necessary if railways are being adequately compensated. On the one hand the government seems to think that we will have an efficient transportation system only if we have a profit-oriented system and on the other hand we must set up a whole raft of monitoring agencies to see to it that this profit-oriented transportation system does the job we want it to do. It would seem that the country would be much better served by nationalizing the railways system and running it as a public utility. The Canadian taxpayer is paying a very large price for a railways system he doesn't even own and on top of that is expected to buy shares if he expects dividends.

In conclusion, this Western Grain Transportation Bill is designed to do two things i.e. Remove the Crow Rate which has provided western farmers with a protection against high transportation costs and secondly, to put millions of dollars into the coffers of the railroads. If the government feels that it is necessary to provide funds to the railways that should have and could have been decided separately from the issue of the Crow Rate and the role of farmers and their grain exports in the economic life of Canada. It is our opinion that this is a poor piece of legislation which attacks the very foundation of our Canadian Confederation. The bill puts certain sectors of our society against other sectors and does nothing to serve the common good of the country. A nationalized railway system set up as a public utility would be in the national interest. Improving the dividends of the shareholders of the railways at the expense of thousands of farmers is not in the public interest. The bill in its totality should be scrapped.

Bill C-155 to destroy the Crow's Nest Pass freight rate would have dire consequences for the farmers of Western Canada and ultimately for agriculture in all of Canada. Freight costs to farmers for shipping grain would rise sharply between now and 1990 at a time when net farm income is falling and other farm costs are rising. The affect of the rise in freight rates would be to reduce the number of farms and increase farm size as farmers find their cash costs eating up an even greater share of their gross income. This would lead to decreased rural populations. In turn the outflow of money going to pay freight rates would mean less money could be spent in towns and villages, which would cause business closures and decreasing populations in towns and villages. Many villages would probably disappear. This would result in deterioration of services to towns, villages and farms. Fewer people would have to pay more to maintain raods, power grids, telephone systems and all the modern services which we now have. Fewer communities mean longer distances to travel to doctors, hospitals, schools, machinery depots and grocery stores.

Using the 1980-81 crop year, grain shipped from the stations in our Local under the present Crow Rate would have cost \$3,505,600 more in freight at 5.1 times the Crow Rate which is approximately that the costs would be in 1990 if Bill C-155 were to become law.

1980-81 Crop Year

Station	Metric Tonnes Shipped (\$1000's)	Loss (%.1xCrow)\$1000's
Fosston	7.2	130.0
Hendon	16.3	294.8
Kelginton	48.4	874.9
Lintlaw	14.7	279.2
Nut Mountain	9.5	180.4
Rose Valley	21.8	394.0
Kuroki	11.5	207.9
Margo	27.1	490.0
Wadena	11.8	213.2
Wadena	24.4	441.2

This 13.5 million dollars would be a direct loss to these communities; for instance 65 fewer tractors could be bought in one year. Many of the small town agricultural supply establishments are already having trouble affording enough inventory to adequately supply farmers and rural residents. If more money by-passed communities to pay freight rates this problem would be aggravated.

A rise in freight rates would change the balance we now have among the various farm commodities that are produced. High freight rates for feed grains would make it unecomical to raise them for export. This would mean that the northern edge of the prairie agricultural region which is subject to frost and poor weather at harvest time, would be forced into producing livestock in order to utilize their land. This would do no one any good. There is more livestock produced now than there is market for. A massive switch to livestock production on the northern prairies would cause prices to

decline. Farmers in other parts of Canada would then feel the effects of losing the Crow Freight Rate. The farmers of Canada would be locked into producing livestock at a high cost in a cold climate and would be competing for a share of the oversupplied export market with farmers living in much warmer climates with lower production costs. The result would be disastrously low farm incomes for Canadian farmers.

Why is it necessary to destroy the Crow Freight Rate? Much is made by a few people of the fact that the Crow Rate agreement was made in 1897 and is now outdated because of inflation. But is it outdated? The railways of today do not resemble the railroads of 1897 or 1925 any more than the farms of today resemble the farms of 1897 or 1925. Just as efficiencies of scale and mechanization have enabled fewer farmers to produce grain at a lower per unit cost in real terms so have the same efficiencies made the railroads able to move goods for a lower per unit cost in real terms. Grain is a heavy loading freight and generates higher revenues for the railroads per car loading at a lower freight rate per unit of weight than light loading freight at a higher freight rate per unit of weight. Grain movement is not labour intensive. One train with a 3-man crew today can haul the same tonnage of what moved by 51 trains manned by 225 men in 1907.--(1) In addition the railways have not had to buy grain cars at any time in recent memory. The hopper car fleet has been bought with public funds. Prairie branch lines and main lines have been upgraded with public money. The railways move huge volumes of grain for which they can plan in advance, and which are easier to assemble in long heavy, revenue-generating trains, using equipment that they didn't buy and moving it over lines which were rebuilt for them.

The government appointed the Snavelly Commission to assess the financial operations of the railroads to determine the costs and revenues in hauling grain. The terms of the study did not include an evaluation of the railroads' performance in providing a grain hauling service nor an evaluation of how well the railroads had reinvested in their grain hauling service - or whether the profits had in fact been invested elsewhere. There has never been a study to determine the costs and revenues in growing grain. There has only been lip service paid to consideration of farmers' ability to pay much higher freight rates. There has been absolutely no consideration of what the higher freight rates would do to farming communities or to agricultural support industries across Canada.

The fairness of the examination of railway costs and revenues done by the Snavelly Commission, which has been used by the government as the justification for getting rid of the Crow Rate, is called into serious question by the practise of treating grants, donations and subsidies given to the railroads by the public as if they were capital invested by the railways. Then the commission claims the railways should earn more than 25% return to capital on these gifts. The value to the railways of having the use of grain hopper cars

(1) To Kill The Crow by John Gallagher

bought with public money is ignored. When it is remembered that massive amounts of public money were used to build the railways in the first place, it appears that the purpose of the Snavelly Commission's exercise was to justify a money grab by the railways.

It is time to end the assault on the Crow's Nest Pass Freight Rates, since the removal of them will cause serious harm to the economy of the prairies and to prairie society with consequent detriment to the rest of Canada. Therefore we recommend that Bill C-155 be withdrawn by the government and that it be replaced with a bill to nationalize Canadian Pacific Ltd. and merge it with the Canadian National Railways to form a public rail transportation network which can be used to develop the economy of Canada.

from W.T. Jackman, Economics of Transportation,
University of Toronto Press, Toronto, 1926, p. 53.

APPENDIX "TRPT-279"

(TYPED FROM HANDWRITTEN LETTER)

July 18, 1983

Local 650 N.F.U.
Centering around Prince Albert, Sask.

We at the local level have done a survey of 9 elevator delivery points. 1352 permit holders delivered 6,795,800 bushels of grain, cost of transportation crow rate approx. \$951,000 average cost to producer \$700. At 5 times crow cost to area producer \$4,755,000 or an average per producer cost of \$3,517 an increased cost over crow rate to area or community \$3,804,000 to producer average income of \$2,817 with the present price of grain producers are already in a handicapped position, without increased transportation cost.

We, as producers, cannot accept additional reduction in our return because bankrupt conditions already prevail.

We don't see passing the cost on the consumer as being possible nor is it responsible when it would further burden the unfortunate and unemployed.

The treasury is in a better position to cope with fluctuating economic conditions. As producers, another area of economics, a major portion of grain is exported and sold at a price buyers can pay, goods bought in return to balance trade, is tariff protected an unfair disadvantage for producers. (No Change in Crow Rate - Subsidy paid to railway). Many points of concern could be raised as to how much railways would take out of a community and spend elsewhere, etc.

P.S. Hearings should be held in more places throughout.

President of Local 650

Clem Tuiorzynski

Box 1353
Prince Albert, Sask.
S6V 5S9

APPENDIX ' 'TRPT-280' '

The Transportation hearings at Vancouver

As a farmer in the Peace River County of British Columbia for the past 23 years I view with a great amount of apprehension the proposed changes to the Crow rate.

On the one hand we are told that world demand for grain is increasing and on the other hand are told that we are going to have to produce it for less.

However, I am taking my stand on a basis of principle in the fact that the railways have been amply compensated are getting compensated and if there are shortfalls it is up to all the people of Canada to pick them up rather than just the farmers (who are becoming fewer & fewer) operating on tighter & tighter budgets.

Personally we just cannot afford any additional costs at this time.

If you look at the agreements from 1889 to 1925 I am sure you have to agree that as far as CP is concerned and CN to a lesser extent what they are trying now is nice work if you can get it, but it is up to us to stop them.

I am absolutely opposed to any tampering with the Crow statute.

Yours sincerely,

Juste Hendricks
Local 805 NATIONAL
FARMERS UNION
Dawson Creek
British Columbia

APPENDIX "TRPT-281"

Box 29
Sinclair, Manitoba

July 22, 1983

Clerk for the
Standing Committee on Transport
House of Commons
Ottawa, Ontario

Dear Sirs:

I wish to present to the Transport Committee in Winnipeg, Manitoba. A summary of details I wish to discuss are included.

The Crow Rate provides:

- farmers with a freight rate which allows Canadian farmers competitiveness on the world market
- farmers with price stability for freight charges
- protection from railway monopoly pricing

Farmers refuse to subsidize the railroads. 5.1 times now would mean \$62,309,700 less farm income, annually, in Manitoba. Even Carl Snavely admits "there will be changes in the structure of the grain handling system". He said "freight change will also bring about some elevator and branch line abandonment as farmers discover they will save money by delivering to more centralized points". This report from April 21, 1983, Western Producer clearly indicates the changes removal of the Crow would bring. Bill C-155 needs various amendments. Those will be addressed in the brief.

Yours truly,

Jacie Skelton
Region 5 Co-ordinator
National Farmers Union

Phone
204 - 662-4486
204 - 662-4436

APPENDIX ' 'TRPT-282' '

To the

STANDING COMMITTEE ON TRANSPORT

Submission by

ONE TIMES CROW ASSOCIATION INCORPORATED

August, 1983

One Times Crow Association Incorporated welcomes the opportunity to present its views to this House of Commons Transport Committee. This grass-roots association pledges to oppose the abolition of the Statutory Crow's Nest Pass Freight Rate and to take any appropriate counter-measures beneficial to farmers until our objectives are accomplished.

Bill C-155 proposes to streamline and make more efficient the transportation system. We as farmers, due to the economics of farming, are also trying to maximize our efficiency. Bill C-155 jeopardizes farmers ability to do this because it introduces a cost which cannot be compensated. The Bill further proposes to keep the primary producer in a relatively weak and controlled position to maintain a cheap food policy.

Considering that our White Crow Campaign in Ottawa brought us into contact with relatively few Liberal and Conservative Ministers directly concerned with transportation policy, we are pleased to submit this brief and trust that it will be given sincere consideration.

One Times Crow Association Incorporated Policy is:

1. We reject any plan that removes the protection of the present statutory Crow Rate for farmers.
2. The Government and the railroads have the obligation to ensure an adequate grain transporation system.
3. One Times Crow Association Incorporated joins many other groups in proving that any proposed change to the present statutory rate is not supported by a consensus of Western Canadians.

The Federal Government's proposed change to the Statutory Crow Rate for transporting prairie grain would have an unprecedented negative impact on the major grain producing region of Western Canada. We therefore wish to briefly outline the implications which make Bill C-155 unacceptable to the majority of prairie farmers.

First and foremost, this Bill ignores the principle of a statutory rate for grain, which in turn provides the only constant cost protection for prairie grain producers. Historically, the Statutory Rate was instituted as a tool of national economic development policy. With the statutory nature the rates and the economic benefit which the nation as a whole gains from export sales of Canadian grain (approx. \$6.3 billion in 1981-82), it is not only appropriate, but fundamentally necessary, that the government of Canada be responsible for the rail transportation of grain into export position. In consideration of the geographic barriers and the reality of a landlocked prairie grain producing region, it becomes apparent that Western grain producers require government policies which will enable them to compete effectively on international markets.

Bill C-155 indeed removes the statutory rate for farmers. In its place, it proposes to guarantee future indeterminate rates. It further guarantees that the future rate will be at least 2 X Crow by 1985-86 and 5 X Crow by 1990-91. Such a proposal, in addition to ignoring the federal government's historic obligation, flagrantly ignores the economics of the farmer's ability to pay.

The predictable negative financial impact on the grain producer is compounded by the fact that world grain prices have been falling dramatically in recent months. This, coupled with steadily increasing input costs should aptly demonstrate that the average grain producer cannot afford to lose the protection of the present statute.

Indeed, the prairie grain producer cannot compensate for increased transportation rates. He cannot opt to abandon that cost, as he can some inputs, and he has no competitive options. He is also prevented from passing the additional cost on to the buyers as most industries do. As such, the grain industry is unique and therefore requires the unique position such as is provided by the existing statutory rate.

Bill C-155 indeed places the interests of the railways ahead of the economic interests of the agriculturally based prairie region, and ultimately the nation as a whole. While grain producers show an average return on investment of 3%-5% (under the present statutory Rate), the federal government has supported the Snaveley Commission report which guarantees the railway a return on investment exceeding 20%, at the expense of the farmers and taxpayers of Canada.

The farmers of Western Canada cannot accept any cap that places disincentives on production. It is paradoxical to set up a transportation policy which would supposedly provide for massive increases, then turn around and impose a disincentive to that production increase by charging more because of that increased production. Let us also be mindful that the cost of producing that last bushel is also the highest, due to the extra inputs required.

In any legitimate transportation policy, Federal subsidy must go directly to the railway to ensure that the money is indeed being applied to grain transportation. It is the only workable control over railway performance which might exist in the system. Payments to producers would affect an unstable manipulation of the farming industry by the federal government.

Bill C-155 provides a guarantee to the railways that they will ultimately determine the destiny of the grain collecting and handling system in Western Canada. Variable rates are included in the Bill (e.g. sections 45 and 50). Variable rates are unacceptable to grain farmers in Western Canada.

Two aspects of Bill C-155--the implementation of a Senior Grain Transportation Committee and the "blended rate" concept, are direct assaults

upon the continued efficient and effective operation of the best grain marketing tool in the world--the Canadian Wheat Board (e.g. sections 38 to 40 inclusive).

In conclusion, we wish to state that the financial and sociological consequences of Bill C-155 on Western Canadian farmers are unacceptable. This alteration to the western grain transportation system would place a destructive economic burden on the backs of prairie farmers which would ultimately be felt throughout the economy of the nation. There is no doubt that the proposals advanced by the Minister of Transport for Canada to replace the statutory Crow Rate are not supported by a consensus of Western Canadians.

Western Canadian farmers paid \$131 million to move export grain under the Crow freight rate in the 1981-82 crop year. This grain, in turn, contributed \$6.3 million to the balance of trade.

The One Times Crow Association Incorporated believes this is the farmer's fair contribution to the Canadian Economy.

Respectfully submitted,

One Times Crow Association Incorporated
per Eric Upshall
Box 302
Young, Sask.
S0K 4Y0

/sj

APPENDIX "TRPT-283"

BRIEF
TO THE
HOUSE OF COMMONS TRANSPORTATION COMMITTEE
ON
BILL C-155

Ontario Federation of Agriculture
July 22, 1983

The Ontario Federation of Agriculture (OFA) is pleased to present its views to the Transportation Committee on Bill C-155. Specifically, our Brief will focus on four issues:

- (1) Paying the Railways
- (2) The ten percent safety net announced by the Minister of Transportation subsequent to the first reading of the Bill
- (3) Limiting shippers' share of future freight cost increases to six percent per annum
- (4) Capping the "Crow benefit" and future increases in freight subsidies to the movement of 31.1 million tonnes of Western grain.

1. Paying the Railways

The OFA welcomes and strongly endorses the proposal under Bill C-155 to pay the Crow benefit and any future increases in freight subsidies directly to the Railways. This departure from the earlier government position to pay producers on an acreage basis is in line with recommendations made by the OFA to the Working Group on October 14, 1982. Paying the railways eliminates the need for paying western farmers "Adjustment Shortfall" benefits to compensate for "dilution". As such, the move to pay the railways will ensure that subsidies are directed to actual movement of grain. This step also significantly improves the benefit/cost ratio of government expenditures under the program.

2. The Ten Percent Safety Net

Limiting freight costs to Thunder Bay to 10% of the price of a basket of grains appears arbitrary. For instance, the cost of moving grain corn from Chatham to Montreal, a much shorter distance, is approximately 15% of the Montreal price. But then we recognize that Thunder

Bay is merely a transfer point and that further transportation costs must be incurred before Western grains reach end users. We also recognize that an increasing proportion of U.S. grains (the principal competition for prairie grains) are moving through the Gulf ports at substantially lower cost than the alternate Great Lakes-Seaway route. In the light of these conditions, it is perhaps prudent to put a cap on at least a portion of the cost of moving Western grain.

However, the 10% safety net could lead to distortion of resource allocations in future years. We should also bear in mind that what is important to the producer is net returns. As such, we would urge the committee to explore the possibility of an enhanced Western Grain Stabilization program under WGSAs as a serious alternative to the 10% safety net.

In short, we do not object strenuously to the 10% safety net. But, in our opinion, an improved WGSAs is a better alternative.

3. Limiting Shippers' Share of Cost Increases to Six Percent

In our presentation to the Working Group, we recommended that all future freight cost increases should be borne by the shippers. However, the political reality would seem to dictate that some sort of ceiling be placed on future freight cost increases if any formula is to be acceptable to Western grain producers. This may be particularly necessary in the light of uncertainty over the intentions of the railways in the years ahead.

Nonetheless, the question arises as to why Western grain shippers should be limited to paying only six percent of freight cost increases even if the price of grains should rise by more than six percent. Our recommendation is that the six percent ceiling not be operative when the price of Western grains increase by more than six percent, indicating a greater ability to pay.

The following table plays out the various scenarios under our proposal:

	<u>Scenario 1</u>	<u>Scenario 2</u>	<u>Scenario 3</u>
Actual railway cost increase	10%	10%	10%
Increase in price of grain	8%	12%	4%
Indicated freight cost increase to shippers	8%	10%	6%

Our proposal, in our opinion, is a much more equitable compromise than that contained in Bill C-155.

4. Capping Benefit to the Movement of 31.1 Million Tonnes

Finally, it might serve to look objectively at the proposal to limit transportation subsidy to 31.1 million tonnes of grain. One of the stated objects of the Initiative is to enable the movement of larger quantities of grain to terminal positions for export. Discussion to date has paid scant attention to whether the subsidy should not be extended to all grain movement, or at least all movement for export. The cost to the government, assuming that the unit (per tonne) subsidy is not diluted, will, of course, be proportionate with volume. However, increases in exports will bring significant benefits to Canada as a whole.

Given that Bill C-155 represents a significant departure (in the right direction) from the earlier position of compensation for hypothetical wealth loss and now focusses more directly on transportation, we feel that the committee should give attention to lifting the 31.1 million tonne ceiling, particularly for grains shipped for export.



APPENDIX "TRPT-284"

Office of the
Deputy Minister

Ministry of
Transportation and
Communications

East Building
1201 Wilson Avenue
Downsview Ontario
M3M 1J8
416/248-3604

July 20, 1983

Mr. Maurice A. Dionne, M.P.
Northumberland-Miramichi
Chairman of the Standing Committee on Transport
House of Commons
OTTAWA, Ontario
K1A 0A6

Dear Mr. Dionne:

Further to our letter of July 14 we have concluded that it may assist the Committee in their deliberations if we identify more specifically our direct interests as well as providing additional comment of a more general nature.

Ontario publicly welcomed the initiative taken by the federal government to resolve the long standing Crow Rate issue and the related problem of adequate national rail transportation capacity. We supported in principle Dr. Gilson's recommendations which were generally reflected in the federal initiative announced in February 1, 1983. As a result of public debate some of the provisions of Bill C-155 depart from the Gilson proposals and from the original stated direction of the reforms. These changes appear to have resulted in new perceptions of the effect of the reform package on certain sectors and result in our need to reiterate concerns which we identified earlier in the national discussion on this issue.

One of our most fundamental concerns is the future of the oilseed crushing industry in Ontario. Since Bill C-155 provides for the inclusion of canola oil under the new statutory rate to Thunder Bay it has been our position that the provision for oilseed products to move at minimum compensatory rates east of Thunder Bay be removed, thus requiring these products to pay commercial rates. This change is necessary to ensure the commercial future of Ontario's oilseed crushing industry which is primarily devoted to supplying eastern Canadian markets with oil and meal produced from agricultural products sourced in the east.

The federal government recognized this concern in its February announcement and accepted the principle of establishing commercial rates for oilseed products east of Thunder Bay as part of the Crow reform package. Because of this we did not object to the inclusion of canola oil under the statutory rate. While removal of the minimum compensatory rates is not addressed specifically in Bill C-155, your

Committee should be aware of Ontario's concerns and our view that this issue is inseparable from the consideration given to western oilseed products in the Bill. The Ontario oilseed crushing industry has participated in the study of this issue chaired by the federal consultant, Dr. Allan, and we are awaiting his final report.

We recognize the economic impact on the western oilseed crushing industry of the decline in world trade but do not believe that our national interest is served by marketplace intervention which seeks to subsidize the access of additional products into an over-supplied domestic market.

On a more general note we believe it appropriate to direct the attention of the Committee to the declaration of national transportation policy contained in The National Transportation Act of 1967. We have appended the text of Section 3 of that Act. We recognize the complexity of the issue before you and the need to take full account of regional and sectoral interests. However, we believe that the principles contained in our national transportation policy have considerable merit and that they have been well tested during the past 16 years. They may prove useful to you as points of reference as you undertake your difficult task.

Finally, we wish you success in developing the final form of this very complex legislative initiative.

Yours sincerely,



Harold Gilbert,
Deputy Minister

NATIONAL TRANSPORTATION ACT - 1966-67, c.69, s.2.

NATIONAL TRANSPORTATION POLICY

National transportation policy

3. It is hereby declared that an economic, efficient and adequate transportation system making the best use of all available modes of transportation at the lowest total cost is essential to protect the interests of the users of transportation and to maintain the economic well-being and growth of Canada, and that these objectives are most likely to be achieved when all modes of transport are able to compete under conditions ensuring that having due regard to national policy and to legal and constitutional requirements

(a) regulation of all modes of transport will not be of such a nature as to restrict the ability of any mode of transport to compete freely with any other modes of transport;

(b) each mode of transport, so far as practicable, bears a fair proportion of the real costs of the resources, facilities and services provided that mode of transport at public expense;

(c) each mode of transport, so far as practicable receives compensation for the resources, facilities and services that it is required to provide as an imposed public duty; and

(d) each mode of transport, so far as practicable carries traffic to or from any point in Canada under tolls and conditions that do not constitute

(i) an unfair disadvantage in respect of any such traffic beyond that disadvantage inherent in the location or volume of the traffic, the scale of operation connected therewith or the type of traffic or service involved, or

(ii) an undue obstacle to the interchange of commodities between points in Canada or unreasonable discouragement to the development of primary or secondary industries to to export trade in or from any region of Canada or to the movement of commodities through Canadian ports;

and this Act is enacted in accordance with and for the attainment of so much of these objectives as fall within the purview of subject-matters under the jurisdiction of Parliament relating to transportation. 1966-67, c.69, s.1.

APPENDIX "TRPT-285"

Industrialization of Western Canada and its
relation to the Statutory Freight Rates

Dr. Dennis Jones
POS Pilot Plant Corporation
SASKATOON, Saskatchewan

The purpose of this paper is to examine briefly the various factors which influence the survival and growth of existing industry in the agrifood sector in Western Canada, and the establishment of new industry, with particular emphasis on the single most important factor, the statutory freight rates (Crow's Nest Pass rate or simply the Crow) and the probable consequences of eliminating this factor.

Canada is the largest country in the world after the U.S.S.R., and our renewable resources are potentially our most valuable possessions. Agriculture and forestry can continue to be viable industries long after our territory has been depleted of hydrocarbon deposits, and indeed, may have to expand in scope to compensate for the shortage in energy supplies which will develop as the hydrocarbon fuels run out.

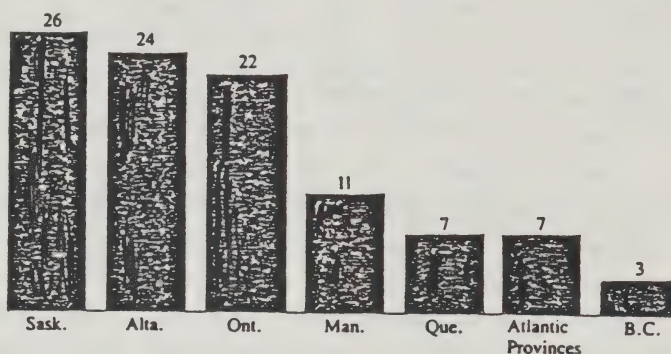
Our position is particularly favoured since we have a small population and about 7% of our surface area is devoted to agriculture. We produce substantially more food than we can consume ourselves, and since that 7% will undoubtedly increase as agricultural science progresses, we can look to substantial increases in our food exports during the coming years. At the same time, we also inhabit a world whose population is increasing alarmingly and though globally food supply and demand are now approximately equal, demand will soon overtake supply unless positive action to increase supply is taken. There are perhaps two points which should be stressed. Firstly, though the total world food supply-and-demand situation is now balanced, that does not imply that everyone is adequately nourished. On the contrary, at least one third of the world population at this moment has an inadequate plane of nutrition, and probably another third has an excessively high plane of nutrition.

That is a predictable consequence of the differences in living standards and wealth of the countries concerned, and the nature of both the material concerned and the distribution systems also affects the equality of partition. Secondly, the real problem is not total food as such, but rather protein. Even the poorest countries are quite capable of supplying themselves with enough edible energy, but there is a limit to the amount of indigenous food protein they can produce. The biological value of the protein is also important.

The four Western Provinces account for about 2/3rds of the agricultural potential of Canada and more than 60% of this potential

resides in the prairie provinces. The full potential has not yet been realized since there are still about 35 million acres of land suitable for

APPROXIMATE AGRICULTURAL PRODUCTION POTENTIALS AS PERCENTAGES OF ESTIMATED TOTAL AGRICULTURAL POTENTIAL FOR CANADA (5)



TOTAL AREA IN VARIOUS CLI LAND CLASSES AND THE AREA CULTIVATED IN CLASSES 1 TO 4 IN WESTERN CANADA

— Area in million acres —							
CLI Class	Manitoba		Saskatchewan		Alberta		British Columbia
	Total	Cult.	Total	Cult.	Total	Cult.	Total Cult.
1	.49	.49	2.47	2.47	1.98	1.98	.25
2	6.18	6.18	14.57	13.83	9.39	9.39	.99
3	5.93	4.69	23.22	21.50	15.07	12.11	2.47
4	5.93	1.48	9.39	8.90	22.98	5.68	5.19
Sub-Total	18.53	12.84	49.65	46.70	49.42	29.16	8.90 1.91

exploitation with the existing state of the art. In fact, even in the prairie provinces, the area under cultivation does not look terribly impressive, in comparison with the total area of the provinces concerned. The agricultural potential is however, substantial.

But though Western Canada contributes very significantly to production of raw renewable resources, the main activity in processing of these materials is to be found in Eastern Canada and abroad. And that disparity must be removed during the coming years. In other words, let us seek to add value to our raw materials in Canada, and preferably in the provinces where they originate.

There is another disparity which we must bear in mind, but about which we can do nothing, namely that livestock, and of course its produce such as eggs and milk, is palatable and fit for human consumption with little or no processing. Plants, unfortunately, generally require much more attention from the food technologists before they are palatable and fit for humans to eat. The cause of this must be sought in Nature, since "meat on the hoof" in its original natural state was sentient, and could avoid being eaten by fighting, running away, or hiding. Plants, however, had to protect themselves from being eaten by being unpalatable or downright unhealthy, as well as by being abundant. In one respect, this is a good thing, since it means that yields of crop plants can far exceed those of livestock, and at the same time, of course, they come from a fairly low level in the food chain. In other words, when we want to achieve the ultimate in food yield, we do better to use our land for crops and farm our livestock under intensive conditions. This is clearly a situation which necessitates heavy dependence on processing.

If we accept the fact that processing is a necessary activity, what are the factors which would favour processing in Western Canada? Some of the more important factors favouring the establishment of processing facilities in Western Canada can be summarized as follows:

1. Proximity to site of production

More than 60% of the agricultural potential is in the West, but only a small part of the processing potential.

2. Low energy costs

This applies to the whole of Canada at present; energy is substantially cheaper than in Europe. The future may also see energy prices in the West which are lower than those in the East.

3. Availability of labour; stable labour pool

We have some unemployment in the West at present, and the gradual establishment of an industrial infra-structure would allow us to retain in the West many of those who otherwise will leave to seek their fortune elsewhere.

4. Availability of capital from either Government or private sectors

Capital is readily available in the West for establishment of new industrial ventures, and will be even more accessible if the Crow disappears.

5. Presence of technological resources

- Universities
- Provincial Research Institutes
- Federal Government facilities (Agriculture Canada, NRC)
- Existing industry
- POS Pilot Plant Corporation
- CFPDC

6. Unexploited potential

We must not ignore the fact that we have not yet exploited our agricultural potential to the full. Quite apart from the 35 million acres of Western Canadian land in CLI classes 1 to 4 as yet unused, and the expansion of our existing crops which will accompany the further development of agricultural technology, we must allow for new crops which offer room for diversification and significant new products. The potential of triticale has not yet been adequately explored, either as a crop or a raw material requiring processing. Then again, we may have an exciting new oilseed such as Evening Primrose within a decade; this oilseed has already started to attract attention in Europe, and since it already grows as a weed in Western Canada, it may have some potential merit as a crop for the future. Furthermore, there are prospects that halophytic crops could be developed which would not only permit us to exploit the 3 million acres of saline soil in the prairies, but also allow us to 'renovate' this soil for future conventional crops.

There are thus a number of factors which make establishment of secondary processing on the prairies an attractive proposition. But equally, there are negative factors which at present outweigh these positive factors:

1. Transportation and Statutory Freight Rates

Whether we process, or export our raw materials directly, we require transport, and the volume concerned is such that we are heavily dependent on the railways, and will always be so. Unfortunately, the future of rail transportation is in turn dependent on the future of the Crow; the capacity for rail transportation, both CN and CP, will shortly be exceeded unless significant track improvements are undertaken. Until the railways receive adequate compensation for shipping agricultural raw materials, however, their cash flows will be insufficient to finance the improvements.

Of course, if we processed more material in the Prairies, to give smaller volumes of higher-value ingredients, the problem would be somewhat alleviated. However, the statutory rates deter establishment of processing facilities on the Prairies, and there have been times when they have threatened the very existence of the processing industries we already have (oilseed crushing).

What are the transportation alternatives? Road is expensive, but is used at present, and there are companies who truck material to Thunder Bay. Trucking will certainly become economically viable for short hauls if we succeed in enticing secondary processing to the West.

Air is at present a non-viable alternative by virtue of cost and capacity. This situation may however change. A British company with substantial potential backing is seeking to develop airships (using helium and hot air for lift) which would be capable of carrying 200 tonne pay loads at speeds up to 150 mph. Such airships may become an interesting transportation alternative in Canada during the coming 20 years.

Water transport has little relevance to the Prairie Provinces, unless someone is prepared to cut a canal through to the Great Lakes or the Mississippi for us. Pipeline transportation is also an interesting theoretical possibility for some types of goods. Nevertheless, rail transportation with a system of adequate capacity remains the most attractive proposition for meeting our future transportation requirements. It is, however, imperative that freight rates do not discriminate against processed goods, since otherwise there is little incentive to process locally.

2. Limited size of local markets

If we succeed in enticing secondary processing to the prairies, the markets will also grow. At present, the local market would only support small companies.

3. Limited potential for economic disposal of byproducts

Generally, processing results in a quantity of product, and also byproducts. Success or failure may depend on the ability to find a use for the byproducts. In other words, it is necessary to have an infra-structure of processing companies, so that optimal exploitation of resources can be achieved.

4. Lack of ancillary industries and services

Processing generates a need for services such as packaging manufacture.

5. Absence of integrated long-range strategic plans

The optimal development of Western industrialization should be the subject of a strategic long range plan.

6. Resistance to change

Disturbance of the "status quo" is often opposed without due reason!

From the foregoing, it is clear that the future economic development of the West, meaning industrialization in the agrifood sector, is dependend to a very great extent on the transportation system, both in terms of capacity and freight rate structure. Though some emphasis has been placed above on capacity, this particular problem is in turn dependent on freight rate structure, and thus the single most important factor which will effect our economic development is revealed as the statutory freight rates. If these rates are retained, the West will remain a lightly industrialized economic backwater. If they are abolished, the door is opened to very substantial development of the West.

The abolition of the Crow is, of course, no light matter. But what could it do for us in terms of economic growth? Perhaps we should briefly examine the parties who are most concerned in this question:

Firstly, the railways, nearly 20% of whose workload consists of agricultural raw materials and semi-processed products shipped at Crow rates. This significant proportion of their capacity devoted to grain shipments produces less than 10% of their revenue with existing branch-line subsidies, and the proportion falls to less than 5% of revenue if the branch line subsidies are excluded. This situation should be seen against the background of increasing demand for shipment of other commodities for which compensatory rates are applicable, and a railway system which is presently operating in many areas to full capacity and which requires massive capital investments during the coming decade in order to increase capacity to meet projected demands.

Secondly, the farmer, who basically receives export prices for his grain, less transport costs, and can therefore expect to see a reduction in income if the Crow rates are replaced by compensatory rates, and finally, the secondary processing industry, which to acquire material for processing, has to offer prices in the same range as those the farmer can obtain for export, yet in most cases must pay full compensatory rates for transportation to markets.

It is clear, therefore, that the abolition of the Crow must be effected in such a way that:

1. Railways are recompensed at a level sufficient to enable the capital investments required to increase capacity.
2. Effect on farm income is minimized and longer term benefits are guaranteed.
3. Conditions are created which facilitate establishment and growth of secondary processing in the prairie provinces.

It should be noted again that increased processing in the prairie provinces will in itself make a contribution, albeit small, to easing the capacity problems of the railways, since it can be expected that part of the bulky raw material shipped at present would be replaced by smaller volumes of value-added materials, either as ingredients or finished products.

Abolition of the Crow would have complex, though beneficial, effects on secondary processing in the West. A direct and immediate effect would be that industry would be able to compete with export on more even terms when acquiring raw materials in the marketplace. Since the net prices of exported raw materials (i.e. export price minus freight charges) would fall, the prices of raw materials for local processing would fall. They could, however, stabilize at a somewhat higher level than the present net export prices, since the actual freight component in prices of processed material would be smaller in relation to raw material input. As a result, Canadian value-added products originating from existing secondary processing establishments in the West would become more competitive in local, national and international markets, since raw material cost price would be reduced.

The availability of raw materials for processing would also improve, which would undoubtedly benefit our oilseed crushing industry. Finally, the altered economic conditions would favour the establishment of new secondary processing establishments for the processing of products previously transported under the Crow rates.

There are also substantial indirect benefits to be expected: abolition of the Crow would eliminate one impediment to the logical and natural economic development of Western Canada. It would also greatly reduce the need for a quota system and result in beneficial changes in prairie agriculture, with an increased interest and awareness of crops other than those presently enjoying the benefit of statutory freight rates. This in turn would stimulate the development of a normal agricultural pattern and new secondary processing industries, and ultimately would have beneficial effects on our soil base and agricultural practices, in terms of exploitation of nitrogen-fixing crops and reduction of summer fallow.

It can thus be seen that the removal of the Crow would have broad and far-reaching consequences for industrialization of the West, in particular for food and feed manufacturers, both already established and yet to be founded. This stimulus to industrialization would in turn and over a somewhat longer period result in increased demand for raw materials, so that farmers would ultimately benefit in terms of increased productivity, particularly in those areas where summer fallow presently runs as high as 35% or where marginal soils permit only cultivation of specialty crops which have little significance in the existing situation.

What, then, could we expect 'in concreto' from abolition of our sacred Crow? Perhaps we should look at a few examples:

Canola (rapeseed) is the main oilseed crushed in Western Canada, but crushers are at a disadvantage price-wise in obtaining Canola seed for crushing, and would need to increase the prices offered by \$20-\$30/tonne to compete with seed sent for export or shipped to Eastern Canada. This would result in prices for processed products which would cease to be competitive with other vegetable oils and high-protein meals. There is also a problem with obtaining sufficient seed, since export or shipment to the East results in higher returns to the farmer and is obviously preferred. The quota system has not succeeded in rectifying this situation, and there is concern that unless the statutory freight rate problem is solved, oilseed crushing as a Western industry could collapse.

The first consequence of abolition of the statutory rates would be increase in availability of seed for processing, thus ensuring survival of the industry. Availability of seed would initially be improved by the disappearance of the price advantage for export seed, thus making it easier for crushers to obtain material, but in the medium term, increase in acreage committed to Canola could also be expected. At present, the farmer tends to turn to grains which benefit from the Crow rather than sow Canola for local processing, whether or not his land is more suited to Canola. Removal of the Crow would therefore result in disappearance of an unnatural impediment to choice of crop.

Canola meal prices would, of course, be influenced detrimentally by abolition of statutory rates, since Canola meal can now be transported eastwards at these rates. In effect, Canola meal would then be at a relative disadvantage with respect to soya bean meal in Eastern Canada and export markets. However, there are indications that much more Canola meal could be utilized in the West than is currently the case, and the American Mid-West also represents an easily accessible market for us.

The situation with respect to Canola oil would hardly change, but increased production of this oil could lead to further processing, to give products such as margarine and salad dressings. Again, in the absence of the Crow, manufacture of these value-added products in the West would become economically attractive.

The main effect, therefore, of removal of the Crow for the Canola crushers would seem to be prospects of both survival and growth, with some expansion into further processing of oil into other consumer products. As technology is developed, it is also expected that a small market could be created for Canola protein as a high-value specialty.

The situation with respect to other Western oilseeds is comparable, with the exception of soya bean and mustard. Abolition of the statutory rate system would favour the development of soya bean production and processing in Southern Manitoba, since soya beans do not at present qualify for these rates and are therefore at a disadvantage with respect to other oilseeds. Removal of the Crow can therefore be seen as disposing of an unnatural impediment to growth of a soya based industry in the West. It would also remove an obstacle to further exploitation of mustard, which with appropriate technology could become an oilseed of interest to the processing industry.

The situation with respect to cereal grains is not quite so obvious: despite the benefit of Crow rates, milling of wheat to give flour for export is not an attractive proposition in the West, and main production in the future, whether or not the Crow dies, will be for local markets.

Removal of the Crow will however be an incentive for establishment of more sophisticated methods for processing wheat, in particular the production of gluten. Canadian gluten is in demand in world markets, but our existing production facilities are insufficient to meet this demand, partly because of the quota system. In the absence of statutory rates, the idea of processing wheat, or wheat milling byproducts, to give a much smaller weight of high value product, becomes attractive, particularly if combined with fermentation facilities for converting the starch effluent to liquid fuels.

Similar considerations could apply to other cereal grains, though the situation in this respect is rather vague. Wheat gluten has a definite market position, due to its unique properties, and we do not yet know whether other cereal proteins will have properties which would make them valuable trade items.

Probably the most exciting consequence of abolishing the Crow would be a growth of interest in legumes as a crop. The natural evolution of legume crops in Western Canada has been almost paralyzed by the statutory rate system. Abolition of the Crow will make legume crops an attractive choice for many parts of the prairies and could result in a large increase in acreage. This will benefit our soil base, and generate substantial raw material for processing. We could get far more protein per acre if we grew legumes, and technology is already in place for processing legumes into both protein concentrates and protein isolates.

An example is perhaps appropriate; an acre of land will produce about 1.4 tonnes of wheat, worth about \$320 to the farmer. An acre of land would also produce about 2 tonnes of field peas, worth about \$640, or 1.2 tonnes of beans (depending on variety), with a value of about \$600. When used for wheat, we are getting about 360 lbs of protein per acre, but with peas that is of the order of 1000 lbs per acre, worth after processing \$1050. With beans, we get at least 600 lbs of protein per acre, worth even money on processing. Not only that, but the nitrogen-fixing properties of the legume crops reduce fertilizer requirements, and the legume protein has nutritional advantages.

There is little commercial interest in high-protein plant products in Canada at present, but the world need is growing and we could supply much of that need during the coming decades. It is also evident that legume proteins will prove very useful as meat extenders, and we can expect that during the coming years, Canadian meat packers will start to make considerable use of high-protein plant material in their comminuted meat products.

There are at present a few companies in Western Canada producing legume protein, either as concentrates (dry process) or isolates (wet process). Removal of the Crow will provide the impetus for expansion of these companies and establishment of new industries.

An analysis of this nature would not be complete without some reference to other types of industry in the agrifood sector. The West also possesses industry which produces consumer items directly or from ingredients. These companies serve, in general, local markets, and are operating under the disadvantage of obtaining raw materials, which benefit from Crow rates, at higher prices than would be the case if the statutory rate problem was solved. Examples are the pasta and pet food industries. The economic viability of such companies would be materially improved by abolition of the Crow, and they would be able to contemplate expanding both into national markets and into export markets; at the same time, the consumer should benefit from lower prices in local markets.

Growth and diversification of the food and feed processing industry in the West will also necessitate establishment of service industries such as packaging manufacturers. Existing food industries are generally served in this respect at present (through agents) from Eastern Canada or British Columbia, but the industrialization consequent on removal of the Crow will justify the establishment of these ancillary manufacturing facilities in the prairies themselves. In addition, there will be growth of industry dedicated to exploitation of byproducts from the food processing industry, such as gasohol production (from starch and cellulose), light chemicals, and possibly pharmaceuticals.

Yet another consequence of the diversification of agriculture which could result from disposing of the Crow would be growth of industry supplying service to the farmer, in particular agricultural machinery.

In short, the immediate effects of banning the Crow would seem to be increased viability of existing industry, in particular oilseed crushing, with in the longer term establishment of further industry in the general areas of ingredient manufacture (e.g. wheat gluten, cereal protein, legume protein), consumer products (e.g. pasta, breakfast cereals, snack foods, pet food) and animal feeds.

This growth will bring with it establishment of service industries (e.g. packaging manufacture) and also ancillary industry capable of exploiting byproducts from the processing industries (e.g. gasohol production, light chemicals).

A concomitant effect will be a change in agricultural patterns, with more emphasis on legume crops, and crops for marginal soils, with reduction in summer fallow. At the same time, the industries which serve the farmer should also be stimulated. The ultimate effect of abolition of the Crow should therefore also benefit the farmer, even without Government assistance.

It should be noted that these benefits in the sense of Western industry will be associated with some deterioration in the position of the Eastern processing industry, though the net benefit to Canada as a whole will be positive.

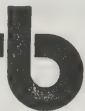
The examples sketched are not exhaustive; a detailed appraisal (both economic and technological) of each Western Canadian crop would undoubtedly reveal many more examples of value-added processing worth implementing in the absence of statutory freight rates. However, the indications are clear that removal of the Crow will ultimately result in very substantial economic development of Western Canada.

Simon Jones.

19 - III - 1982.

APPENDIX "TRPT-286"

R.L.BANKS & ASSOCIATES, INC. ■



900 17th Street, N.W., Washington, D.C. 20006

(202) 296-6700

September 1, 1983

Miss Santosh Sirpaul
Clerk of the Standing Committee
on Transport
Rm. 514, Wellington Building
House of Commons
Ottawa, Ontario K1A 0A6
CANADA

Dear Miss Sirpaul:

During my August 24th appearance before the Committee I was asked to supply two items of information: (1) an estimate of revenue to cost ratios for the movement of grain in the United States, more particularly on the Soo Line Railroad, and (2) an estimate of the amount by which the "Crow Benefit," \$564.5 million, as defined in Bill C-155, Part II, Section 34(1), would be reduced if the corrections I advanced in my review of the Snavelly, King & Associates (SKA) cost estimates were applied.

(1) Soo Line Railroad revenue/cost ratios

While I do not have at hand nor can I with expedition obtain the data for Soo alone, I do have published results for Western Territory railroads as a group. I know of no reason to believe that the Soo Line Railroad's experience differs substantially from the average for its territory. In 1975 the Interstate Commerce Commission (ICC) published Rail Revenue Contribution by Commodity and Territory for the Year 1972, Statement No. TS3-72. For wheat moving in Western territory the revenue/variable cost ratio was 173.1 percent. The ratio of revenue to fully-allocated cost (i.e., to the sum of variable cost plus the ICC ton and ton-mile allocation of constant cost) was 120.4 percent, implying that the fully-allocated cost includes a constant cost markup of 43.8 percent above variable cost. In 1980 A.T. Kearney, Inc., prepared a similar study of 1977 traffic for the Commission, which is the latest available public report on the subject. The ratio of revenue to variable cost for wheat originating in Western territory was found to be 179.8 percent. Since both rates and costs increase with inflation, it seems most likely

that the revenue/variable cost ratio remains in or near the 170 percent to 180 percent range. A.T. Kearney, Inc., did not present a ratio of revenue to fully-allocated cost, but it too was probably in the same general range as the 1972 ratio.

(2) Reduction in "Crow Benefit"

The "Crow Benefit" is an estimate of the excess of cost over freight revenue. In my review of the SKA report of 1980 costs and revenues for the movement of statutory grain I identified a number of overstatements of cost. To the extent that these overstatements of cost are carried forward to the cost estimate underlying the "Crow Benefit" they lead to overstatement of that benefit. The overstatement is increased by the increase in volume and by inflation. I am indebted to Dr. John Heads, Executive Director, Railway Transport Committee, Canadian Transport Commission for information as to which of my corrections to the 1980 cost estimate apply to the "Crow Benefit" and for his estimate of the extent to which traffic growth and inflation will increase the applicable amounts.

Adjustment to estimated variable cost follow.

a.	SKA cost of capital at 25.43 percent	\$124 million
	RLBA estimate	69 million
	Excess	<u>\$ 55 million</u>

However, "Crow Benefit" is based on a cost of capital rate of 20.5 percent, reducing the excess to \$30 million.

- b. SKA included \$35 million for normalized maintenance. RLBA identified this amount not actually spent as excess. The "Crow Benefit" is based on maintenance expenditures actually made; i.e., this excess is excluded.
- c. SKA included \$6 million depreciation of branch line facilities. The Costing Order excludes such depreciation. RLBA identified the \$6 million as excess, but the "Crow Benefit" includes this amount.
- d. SKA included \$9 million cost of capital and depreciation on branch line rehabilitation not, in fact, paid for by the railways. "Crow Benefit" excludes this element.
- e. SKA arrived at an estimate of \$2 million for transit grain and movement on the Northern Alberta Railways. Reducing this in rough proportion to the reduction in cost for direct shipment grain on CN and CP leads to a correction of \$1 million.

The total applicable adjustment to variable cost is:

a.	\$30 million
c.	6 million
e.	1 million
	<u>\$37 million</u>

To allow for increased traffic and inflation, this amount is increased to \$44 million as the effect of corrections to estimated variable cost.

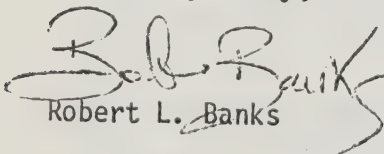
By their terms of reference, SKA were required to estimate an allocation of constant cost although they correctly pointed out that allocation of constant cost is a rate-making, not a cost-finding, function. SKA applied 22.5 percent to both volume-related and line-related variable costs. This would lead to an allocation of \$154.6 million. The "Crow Benefit" is based on an allocation of 20 percent on only volume-related variable cost. This would be \$116.5 million. In my appearance before the Committee I reiterated SKA's caveat that constant cost allocation is rate making, not cost finding. I suggested that if such an allocation is to be made it should be in the range of 6 to 15 percent, say 10 percent of volume-related variable cost. This would be one-half the \$116.5 million underlying the "Crow Benefit," or \$58.25 million.

In total, the reduction in the "Crow Benefit" would be:

\$ 44 million, reduction in variable cost estimate
58 million, reduction in constant cost allocation
<u>\$102 million</u>

I am honored to have had the opportunity to appear before the Committee. I trust that this letter is responsive to the questions addressed to me and I hope it will be of help to the Committee as it addresses Bill C-155. If any clarification or amplification is required please do not hesitate to call me.

Yours very truly,



Robert L. Banks

cc: Dr. John Heads
Mr. Carl Snavely

APPENDIX "TRPT-287"

BRIEF TO THE COMMITTEE ON TRANSPORTATION

CONCERNING BILL C-155

PRESENTED BY

THE RESEARCH ACTION AND EDUCATION CENTRE

REGINA, SASKATCHEWAN

20 JULY 1983

Please accept our appreciation for the opportunity to present views concerning this Bill to the Committee. It is clear that passage of this Bill will have serious implications not only for western transportation but also for the structure of agriculture and some sectors of the Canadian economy and we firmly support the Committee's efforts to receive a wide range of public comment on the Bill.

One might expect, given the massive expenditures on studies leading up to the introduction of Bill C-155 that its implications and design would have been carefully evaluated. However, in our view, most of this research contains serious mistakes and/or is focused in such a narrow and biased way as to make the results seriously lacking in credibility. The Committee's job will be made more difficult by this backlog of confusing and mismanaged research that is offered as justification for the bill's introduction.

But is it reasonable to expect the Committee on Transportation to find its way out of this maze? Evaluating the probable effects of this bill is a massive task, but the Committee's resources by comparison are meagre. At this stage of the Bill's passage the temptation is to correct its minor inadequacies when the important issue is whether or not there should be a Bill such as C-155 at all, given the alternatives that can easily be identified. Both political partisanship and unequal corporate influence in the country's political institutions seriously hampers an objective

evaluation of some real effects of this Bill on people and the nation.

Summary

It is our contention that Bill C-155 should not become law. Its larger ramifications are overwhelmingly negative and further, it enshrines in legislation procedures and practices that could seriously set back the regulation and development of a modern, efficient transportation sector in the canadian economy. Concentration of farm resources has been the dominant socio-economic process in farm communities since WW II. Bill C-155 will have the effect of either seriously increasing the rate of concentration or reducing farm income (or a combination of both). In either case the quality of rural life will decline. It will have a generally negative effect on the viability of local rural communities, and it will tend to increase the income disparity between farm families both within local communities, but, more importantly, between sub-provincial regions within the prairie provinces. We contend that Bill C-155 is not an appropriate way to restructure the prairie farm economy and a way of life that prairie families have inherited, in part, from the legal promises of the settlement period. A public rail utility designed to serve the public interest would be a clearly preferred alternative. A direct state bonus to the railways is absolutely unnecessary given the history of their misappropriation of capital reserves but even this

alternative would be preferable to Bill C-155 which meddles with the structure of farming and the way of life of a class of people under the guise of improving the western rail transportation system.

Finally Bill C-155 will legitimate costing, regulating and therefore management practices which are variously inaccurate, untried and completely inappropriate for the purposes stated; it will virtually guarantee to return the rail companies a profit and it will likely make the regulatory process even more difficult and inefficient than it has been in the past. This coupled with the corporate constraints on CP Rail will lead to continued mismanagement of the rail function in Canada.

The Proposed Legislation

The following are what we understand to be some of the more important changes in the grain transportation system that Bill C-155 would bring about.

1. The traditional statutory and stable "Crow" rate will be abolished and replaced with a rate determined by the regulatory process. Previously the CTC, the Minister and the railways were the primary participants in this process but Bill C-155 will add several new ones, the Grain Transportation Agency Administrator and, less directly, the Senior Grain Transportation Committee, The Canadian Grain Commission, The Canadian Wheat Board and the primary elevator companies. Even those participants ultimately

responsible to the minister will operate within different lines of authority while the others, as in the past, are autonomous except for the very specific requirements contained in relevant Acts. Hence, while it is true that the Bill "gives a statutory basis for" rate determination it is misleading and incorrect to infer from this that it provides for new statutory rates.

2. The volume and (branch) line related variable costs for hauling prairie grain by rail in the 1981-82 base year will be set at \$582.5 and \$104.7 million respectively. We assume that these figures are based on the work of the Snavely Commission with subsequent modifications. In addition, a "phased in contribution to constant costs of the railway companies" is provided for, which, given the costing procedures appears to be simply return on investment or profit. It ranges from 5% of volume related variable costs in 1983-84 to 20% in 1986-87 and thereafter. The total of these variable and constant costs would have set the rate in 1981-82 at about 4.5 times the crow rate but the Bill will permit the rates to rise from about 5.5 times the crow rate in 1983-84 to perhaps 9 times the crow rate in 1990-91. The government commitment towards paying these rates composed of the "crow benefit" and the "cumulative government share of the cost change" would (under a constant annual volume of 31.1 m. tonnes shipped) drop from perhaps \$691.65 in 1983-84 to about \$651.6 in 1991-92 for a total expenditure of about \$6,744.6 million. This represents about twice the net worth of CP Ltd.

for example, but still the government will exercise minimal control over the operation and development of the rail system. The government commitment would reduce the shippers' share of the new rates to about 1.5 times crow in 1983-84 and perhaps 5 times crow in 1990-91, for a total expenditure by shippers during this period of \$ 4,397.6 m (assuming 31.1 m tonnes shipped annually).

3. Provision will be made for reduced or variable rates.

Until 1986-87 these lower rates would be limited to weekend and non peak season shipping. This provision can lay the basis for de facto rail line abandonment. Further the government commitment to branch line upgrading will have a \$270 m shortfall from previous estimates of the amount required (\$1.34 billion). And the communique announcing the Bill left the distinct impression that a major review of branch lines would be undertaken in 1985-86.

4. An effort will be made to design an enforceable system of performance guarantees for all the system participants. As well each of the state agency system participants can be "investigated" concerning box car allocations while adequate provision for the disclosure of relevant information from the private company system participants does not appear to have been made. This coupled with the creation of the Grain Transportation Agency Administrator and a Senior Grain Transportation Committee with heavy representation from the private companies sector means that the powers of the

Canadian Grain Commission and the Canadian Wheat Board, and especially the latter, will be diminished. The section of the Bill dealing with awards and sanctions (21) is so sweeping that such distant "system participants" as labour unions and farmers could have their collective "performances" awarded or sanctioned. More important however is the separation of authority over the selling and shipping functions for export grain which the Bill enshrines. This separation weakens the Canadian Wheat Board and unnecessarily complicates these two managerial functions.

5. Legislative impediments to the exploration of coal-bearing lands conveyed to Canada under the Crow's Nest Pass Act will be overridden. This will increase the value of this resource immensely and, while the original intended use of this resource may no longer be entirely appropriate ("securing a sufficient and suitable supply of coal to the public at reasonable prices"), Bill C-155 does not identify a specific new use nor does it make provision for such a specification at a later date. In particular, the use of (a portion of) this resource to upgrade the rail system is not assigned any priority even though it would be a rational alternative to raising the crow rate.
6. The Bill appears to make it impossible for any party adversely effected by the practices of system participants (perhaps even including other system participants) to

appeal to the judicial system for retribution.

7. The Bill undermines the reasonable expectation of prairie farm people that statutes which so fundamentally affect their lives will survive at least the generation that put them in place.

The Structure of Saskatchewan Agriculture

Recent trends and the current structure of Saskatchewan's farm sector are well known. Farm numbers have declined (from 94,000 in 1961 to 67,000 in 1981) and farm size has increased as revealed by average acres (686 in 1961 to 952 in 1981) and average total capital value (\$30,500 in 1961 to \$389,393 in 1981). Crop production continues to account for over 75% of total production and this percentage has been increasing during the past two decades. Most farms are family farms (only 0.8% were non-family corporations in 1981). In general, the amount of hired farm labour has declined although there continues to be a few larger farms which consistently hire seasonal workers and/or maintain several year round hired workers. Conversely the tendency for farm family members to take off-farm work has sharply increased. While 26 per cent of farmers reported off-farm work in 1971, 31 per cent did so in 1981. And from Taxfiler data we learn that in 1978, 30 per cent of full time farmers' net income and 54.4 per cent of all farm taxfilers' net income came from off-farm income. About 27 per cent of all farm taxfilers' average net income came from off-farm wages and salaries or self-employment in 1978.

Part of the explanation for these trends lies in the fact that farmers face a cost-price squeeze. For example from 1961 to 1979 the cost index of farm inputs rose from 100 to 322.4, while the price index for farm products only rose from 100 to 260.8. A typical response of farmers to this situation is to attempt to increase their volume of production through increasing their size and/or productivity resulting in concentration of farm resources. But not all farmers respond to the cost-price squeeze with equal success. Apart from spectacular examples of financial mismanagement it appears that those farms which most rapidly adopt new and appropriate technologies grow or prosper at the expense of their neighbours. And even among those who successfully adapt to the squeeze, the type of adaption varies considerably. These internal characteristics of the logic of farming have produced recent trends that are less well identified. Specifically, class differences between farmers both within local communities and between regions in the province, appear to be growing. For example the south western region (Swift Current) typically has relatively large, specialized farms with higher levels of hired labour and lower levels of off-farm work. The consolidation process appears to have hit this region relatively early, shortly after WW II. Conversely the east central region (Yorkton, Kamsack), typically has smaller, mixed farms with lower levels of hired labour and higher levels of off-farm work. Although the consolidation process hit this region somewhat later (the 60's decade) and the internal class differentiation between large and small farmers is a bit sharper,

nevertheless, this pattern of smaller farms with off-farm work appears to be persistent. Further, within regions, the class differences between farmers appear to be sharpening both in economic and social terms, so that it is no longer appropriate to refer to "the farming class". These objective differences appear to be producing divergent political formations some expressing the inter-region differences (such as certain commodity groups and the Palliser Wheat Growers Association) while others reflect intra region differences (such as the "dissident" movement within the Wheat Pools). The fact that farm leadership usually comes from a wealthier class of farmers while the poorer class nevertheless votes at annual meetings, elections and plebisites and expresses their opinions for opinion pollsters, may in part explain the fiasco surrounding the attempt to gain a "consensus" on this issue. Clearly the Committee on Transportation will have to take these class differences into account in evaluating briefs and evidence, and in considering their own recommendations. For example, surveys that we have undertaken as well as many surveys by others have shown a clear and consistent consensus in favour of retention of the crow rate at the same time as some farm leaders were "negotiating" its removal.

The forces identified above are partly responsible for the high levels of off-farm migration characteristic of Saskatchewan farming since WW II. Table 1 shows the results of doing a cohort analysis using life tables to estimate net farm migration of men and women (a negative figure indicates out migration). One should particularly

notice the heavy losses of young adults from rural farm communities, most not being replaced. This, coupled with less reliable indicators (institutional consolidation (schools, churches, hospitals, voluntary organizations, business and other government services), alcohol and drug abuse, family disorganization (such as wife and child abuse), mental and physical illness, etc.) seems to indicate that the quality of the social fabric of rural communities is declining (the implications of C-155 for rural decline together with the lack of reliable indicators of change in this area, in our view, represents a serious mistake in government policy). while the rural non-farm sector appears to be bolstering the size of some rural communities, we think that this is a temporary phenomenon since the ultimate dependence on farming of most of these communities poses a threat to their continued viability.

Why Bill C-155 Should Not Be Implemented

Below, we outline in point form what we think are some of the more important reasons for concluding that Bill C-155 should not be modified but simply set aside at least until more appropriate alternatives have been evaluated. Our presentation here is necessarily brief but we will provide a more detailed analysis of specific points at the Committee's request.

1. It has never been adequately established that the railway companies are losing money by hauling grain at the Crow rate and it certainly has not been established that the

costs of hauling grain by rail are anywhere near as large as the amounts identified in the Bill. There are several reasons for making this claim:

- a. The costs are based, in part, on inaccurate estimates which in turn depend partially upon such specific problems as the use of an inappropriate unit of analysis (the tonne mile) which biases the distribution of costs to the grain function, and an inadequate effort to measure the cost/revenue relationship in other than a disputed base year.
- b. The costing techniques are, in part, inappropriate (for example the original procedures involved costing an "ideal rail system" rather than the actual system in place, the regression analyses for indirect assignment in some cases do not measure up to acceptable standards of accuracy, system wide cost items (such as depreciation) are sometimes proportionately allocated to the grain function on a clearly inappropriate basis).
- c. The various Commissions which have had (and will have) responsibility for determining costs and revenues are provided with far too little information from the railway companies to accurately complete the task. For example the railway accounting systems although different between CN and CP, both apparently manage to lose local and commodity specific expenditure data through unnecessary aggregation. This forces the commissions into an unacceptably high level of "guess

work", especially in making their cost estimates.

d. Our rough calculations suggest that even when a few of these problems are corrected the railway companies' net income positions from hauling western grain may have been positive as recently as the time of the Snaveley Commission (and perhaps continues to be positive).

2. It has never been established if the investment plans of the railroad companies are the most appropriate, that is, the most effective and efficient in contributing to the national interest, nor has it even been established what criteria the CTC, The Grain Transportation Agency Administrator or the Minister ought to use in evaluating such investment plans or previous investments. Indeed this issue has not even been seriously studied, nor held up to careful public scrutiny. (The same issue may also apply to the investment plans of other system participants such as the grain handling companies).

For example, lacking a detailed analysis, it would appear that the greater need for the grain export function at present is for more ocean ports and greater use of underutilized ports such as Churchill. Hence an emphasis on rail investments to enhance rail freight movement to Vancouver area ports should perhaps be downgraded to a lower priority. The corporate connections of one of the railway companies, C.P. Rail, the fact that C.P. Rail provides

important services to other companies in the C.P. conglomerate, is making a strong contribution to the parent company's income during the current recession and has, it appears, provided a strong source of capital reserves for the development of the C.P. conglomerate over the years, makes the establishment and enforcement of such guidelines doubly necessary.

3. Bill C-155 would, if implemented, lead to mismanagement and inappropriate regulation of the grain-rail function. Some of the reasons for this claim are :

- a. The Bill will enshrine costing estimates and procedures which have serious weaknesses, and it does not make adequate revision for their improvement. Particularly, the cost estimates appear to be far too high thus easing the burden of rail management to the point where effectiveness, efficiency and long term adaptability become secondary considerations.
- b. Of special concern in this regard is the fact that the Bill at 34 1) b) by providing specific percentages to use in allowing constant costs, appears to guarantee a minimum level of profit for the rail companies, contrary to accepted principles of management and the practice of most other companies even in regulated sectors. Further, these percentages are to be applied to volume but not line related variable costs which will encourage rail management to downgrade branch line service even further (a pattern of management for which they have become well known).

c. The changes in the rural farm economy which the Bill will help to bring about, will quickly make important parts of the Bill obsolete. For example many of the formulas for adjusting costs and revenues in years subsequent to the base year appear to be based merely on tonnage but not distance thus missing the effect of major shifts in cropping patterns in the prairie regions which the Bill would itself likely enhance. Further if the annual volume of export grain goes down substantially as a result of this Bill rather than maintaining a level close to or above 31.1 m tonnes it seems likely that the procedures called for in the Bill will put an undue financial strain on the more vulnerable parts of the system such as branch lines. The legislative modifications that would then become necessary would be so large as to make mockery of important promises which this original Bill offers concerning provision of an effective and efficient system.

d. The Bill provides for minimal direct representation of producers' interests. Further, while inadequate legislation is sometimes corrected through the legal system, the Bill appears to make this avenue very difficult if not impossible for aggrieved parties who are not system participants.

4. Bill C-155 will bring about a serious reduction in Saskatchewan farm income and enhance the pressure on farm units brought about by the cost/price squeeze. Saskatchewan

farmers will have paid an additional \$4,397.6 million by 1992 in freight costs (assuming a constant annual volume of 31.1 m tonnes. This assumes inflation at 6% after 82-83. But cost estimates in the communique issued by the Minister when C-155 was introduced appear to assume inflation rates of between 12 and 19 per cent). It is important to remember that this is not an avoidable cost item for farmers but rather a reduction in revenues which is unavoidable short of stopping production of export grains.

Estimates of the effect of "rail rationalization" (including both rate increases to 3 times crow and some branch line abandonment) have been calculated by Ulm and Fleming of Canada Agriculture. It is important to notice that these changes would have different effects on different sizes of farm units. They estimate that large farms might lose 22 per cent of net income whereas small farms could lose 43 per cent. However these levels of reduction in net income could not be easily absorbed by either small or large farm families.

5. Assuming that farmers attempted to recover their lost income by simply increasing farm acreage, our rough calculations suggest that this enhancement to the process of consolidation would have the effect of removing some 30 - 35,000 farms from rural Saskatchewan during the next decade. While this figure surely defines an upper limit to the Bill's farm

consolidation effect, compared to the number of farms lost in the decades of the 60's and 70's (16,000 and 8,000 respectively), it seems entirely warranted to expect the Bill to produce a new threshold of consolidation in the 80's and 90's.

6. Alternatively the trend to a pattern of small farm size coupled with off-farm work would likely be enhanced by the Bill especially in certain regions of the prairies. This would moderate its consolidation effect while producing some other important results such as reduced farm income and a larger non-farm labour force. Again, to define a limit of the labour force effect, our rough calculations suggest that if farm families attempted to recover their lost income (as a result of new freight costs) from off-farm employment an additional 40,000 persons would seek employment. This amounts to 11% of the current Saskatchewan labour force. While many will not take this option (indeed it is doubtful that anywhere near this many non-farm jobs will be created in rural Saskatchewan) the creation of this labour reserve will likely depress non-farm wages.
7. As the loss of revenues from export grain increases due to the rise in freight rates provided in the Bill, farmers will attempt to shift to producing other commodities. In spite of considerable federal government sponsored research (which is too often plagued with errors and appears contra-

dictory) we are still without careful estimates of how successful these attempts will be. Nevertheless, it is our opinion that the aggregate level of production of export grains will decline as farmers, especially in the short term, try to shore up their net income positions by avoiding production costs, and experiment with commodities other than export grains. This will likely produce serious implications for the farm product markets, many of which are not stabilized by marketing boards, as well as for the farm input markets and the farm supply sector. On the farm output side, the net effect would appear to lead to a decline in Canada's balance of payments. This implication has been largely ignored in the research leading up to the presentation of this Bill.

8. The viability of Saskatchewan's rural communities will be seriously threatened by the changes proposed in Bill C-155.

Here are some reasons for this claim:

- a. Farm expenditures in local communities will drop as net farm income drops from increased **freight** rates.
- b. Estimates of the effect of branch line abandonment on local communities (located on those lines) suggest that total family expenditures in these communities could drop from 20 to 73 per cent. As well, under branch line abandonment it appears that the social fabric of some communities will suffer a serious setback (local leaders will be early

leavers, voluntary association and institutional consolidation will be severe.)

c. In other words, while some communities will weather these effects, others will not and the challenge to all rural communities will be substantial.

9. Bill C-155 denies prairie farm people an opportunity to revitalize their farm communities and farm culture with a reasonable degree of self-determination which, in total, was the promise of government policy concerning the region up to WW II. Instead, C-155 removes the control of their own futures from prairie farm people in the interests of bonusing railway companies.

10. It is completely inappropriate to bonus the railway companies when

a. They have been operating under a law which, by being reaffirmed from time to time, clearly indicates to them and to shippers that these kinds of bonuses, that is changes to the crow rate, will not be available.

b. Nevertheless, railway management has plundered the capital of the railway anyway.

c. We have no guarantees that railway management will not plunder a revitalized rail system, following their old pattern (indeed C-155 contains elements that may even encourage this plunder.)

How The Rail Capacity Problem Should Be Resolved

It is clear, in our opinion, that national transportation systems should be considered as public utilities. At this advanced stage of our economy, it can no longer be credibly argued that market forces will adequately allocate resources in a sector so fundamentally important to public welfare in Canada as transportation. Nor can managers of private companies be expected to be either able or motivated to take decisions on transportation in the public good. And the regulation system has clearly demonstrated its inadequacies.

There must be detailed public planning about transportation investment. Even questions concerning which commodities should be given transportation capacity priority (for example grain versus coal export) should be subject to public decision making since the way of life of large numbers of people hangs in the balance.

It is also clear that the transportation system in Canada needs to be subsidized by the state. But we must demand public control and accountability for these subsidies and our current system does not provide it.

A national public transportation utility might be the most appropriate structure to meet these requirements.

Other Modifications To C-155

Several interest groups, particularly encouraged by the Alberta government, have proposed modifications to C-155 such as introducing a "freedom of choice" or an "80/80" proposal. These proposals are

attempts to reintroduce the acreage payment proposal originally excluded from C-155. These modifications should not be reintroduced. First they are based upon completely inequitable formulae for the distribution of a "transportation" subsidy to farmers. Even those farmers who do not participate in the export grain function will benefit directly from the subsidy. While schemes based on such principles run a considerable risk of self destructing, more importantly they are grossly unfair. Second, these proposals would have the effect of worsening the negative effects of C-155 identified previously, since they would provide a supply of money in the farm community which would allow a more rapid adaption to the new cost/price squeeze conditions which C-155 will bring about. Clearly these proposals have no place in a transportation bill. If it is the government's intention to radically change the structure of prairie agriculture then it should present and defend a bill designed explicitly for that purpose.

TABLE 1
ESTIMATED MIGRATION OF AGE AND SEX COHORTS
FOR SASKATCHEWAN RURAL FARM COMMUNITIES

1971-1976

Age Cohorts	Male Estimated Migration	Female Estimated Migration
5- 9	+ 729	+ 337
10-14	- 893	- 749
15-19	-3380	-5124
20-24	-9021	-9570
25-29	- 544	+1021
30-34	+ 514	+ 413
35-39	- 14	- 171
40-44	- 496	- 454
45-49	- 739	- 751
50-54	- 828	-1217
55-59	-1355	-1517
60-64	-1394	-1523
65-69	-1370	-1066
70-74	-1125	- 884
75-79	- 456	- 593
80-84	- 390	- 410
85+	- 339	- 231
Total Estimated Migration (all ages)	-21101	-22489

APPENDIX 'TRPT-288'

Rural Municipality of Ethelbert
OFFICE OF THE SECRETARY-TREASURER
ETHELBERT, MANITOBA

Sept. 12, 1983

Miss Santosh Sirpaul
Clerk - Standing Committee of Transportation
Room 514 South Block
House of Commons
Ottawa, Ontario
K1A 0A6

Dear Miss Sirpaul,

Please find enclosed certified copy of a resolution which was passed at a regular council meeting of Thursday September 8, 1983. The resolution we feel is self-explanatory and speaks for itself. Please forward the said resolution to the committee members for review and possible comments of suggestions. We are also forwarding copies to our Member of Parliament, Laverne Lewycky, and to our Minister of Agriculture Hon. Bill Uruski.

Trusting the above is in order and awaiting the reports that the committee will be reporting back to the government. Thank you kindly for your time and co-operation.

Yours truly,

David J. Dohan
sec - treas.

c.c. Laverne Lewycky M.P.
Hon. Bill Uruski M. L. A.

Rural Municipality of Ethelbert
OFFICE OF THE SECRETARY-TREASURER
ETHELBERT, MANITOBA

Resolution form

Reeve's Initials N. S. No. 3 Date: Sept. 8, 1983

Moved by Councillor: Steve Stratuliak

Seconded by Councillor: Edward Pretula

WHEREAS, the Federal Government plans to abolish statutory rates for transporting grain by rail.

AND WHEREAS, abolishing the Crow Rate and replacing it with another cost sharing rate would pose a disaster threat to our provinces economy.

AND WHEREAS, studies done so far indicate that farmers would be forced to pay three to four times the present Crow Rate.

AND WHEREAS, increased grain rates will result in decline agricultural production, lower farm income and loss of jobs.

THEREFORE BE IT RESOLVED that the council of The Rural Municipality of Ethelbert hereby goes on record strongly opposing any changes to the present Crow Rate,

AND FURTHERMORE BE IT RESOLVED that this same council petitions the Federal Government to upgrade the Churchill line and the Port of Churchill as these costs, estimated \$15 million, are small in relation to the cost of the western expansion.

- Carried -

I, David John Dohan, sec - treas., for the R. M. of Ethelbert DO HEREBY

Certify that the above is a true and correct copy of the original.

c.c. L. Lewycky M.P.
Hon. Bill Uruski

sec - treas.

APPENDIX "TRPT-289"

Brief

Submitted by

The Saskatchewan New Democratic Party

to

The House of Commons Standing Committee on Transport

on

Bill C-155, The Western Grain Transportation Act

Regina, Saskatchewan

August 8 - 11, 1983.

Political Leader, Allan Blakeney

President, Delaine Scotton

Vice-Presidents, Veronice Lacroix

Wayne Hovbedo

Terry Stevens

Secretary, Larry Deters

Treasurer, Alvin Hewitt

The Saskatchewan New Democratic Party is the present day continuation of a political movement that was born in 1932. In that year a coalition of farmer and labour organizations united to form the Farmer-Labour party which later became a part of the Co-operative Commonwealth Federation. In 1961 the Co-operative Commonwealth Federation became a part of the New Democratic Party and has continued in that form to the present day.

Since 1932 the New Democratic Party and its predecessors have been in government for approximately thirty-one of the intervening years. While at the present time it occupies the position of Official Opposition in the Saskatchewan Legislature the Party has an active and strong presence on the Saskatchewan political scene which can be expected to continue into the future. In 1982 the membership in the Saskatchewan New Democratic Party exceeded forty thousand.

The New Democratic Party has always had strong ties with the rural scene in Saskatchewan and indeed much of the leadership of the Party and its predecessors has come from the rural community. The membership of the Party both rural and urban has always taken a keen interest in rural affairs and problems. This interest has included the urban portion of the Party membership, many of whom were born and raised in rural Saskatchewan and are familiar with its problems.

The Saskatchewan New Democratic Party has taken a keen interest in transportation questions and has given

particular attention to grain transportation problems. At its most recent annual Convention held in Regina in November, 1982 the following resolution was adopted:

"WHEREAS the Gilson talks were designed by Pepin to create a false appearance of consensus to tamper with the Crow rate, AND WHEREAS Dr. Gilson's report does not truly represent the feelings of western farmers,
BE IT RESOLVED that the NDP rejects the Gilson Report and supports retention of the Crow rate, non-negotiable, subject only to change approved by a vote of Canadian Wheat Board permit holders in western Canada."

Resolutions on grain transportation have been dealt with at most Annual Conventions of the Party in recent years. In 1981 the following resolution was adopted:

"WHEREAS there is increasing pressure from the railroads and other groups for the removal of the Crow rate,
AND WHEREAS the railroads state that they need compensatory rates for hauling grain in order to maintain service,
AND WHEREAS the American railroads receive compensatory rates but provide no better service,
THEREFORE BE IT RESOLVED that the New Democratic Party reaffirm and express in the strongest terms its support of the Statutory Crow rates and maintain them non-negotiable".

Resolutions for several years prior to 1981 recognized the pressures on the grain transportation system and expressed concern about the deterioration of service on branch lines in Saskatchewan in particular. The thrust of resolutions passed by annual conventions was that the Statutory Crow rate should be retained and that any deficiencies between a fair return for the railways and

the existing Crow rate be paid in the form of federal subsidies in return for railway guarantees of performance and federal and railway programs to ensure an adequate rail network.

One of the purposes of this submission is to underline the strongly held views of the membership of the New Democratic Party who have expressed their views on grain transportation policy as outlined above. These views are held by many other people who support the New Democratic Party but who do not hold a membership. These views are also shared by a sizeable number of people in Saskatchewan who are not associated with the New Democratic Party.

The New Democratic Party and its predecessors have pressed for many programs to stabilize and strengthen rural Saskatchewan communities and the rural economy. Many of these programs were implemented by the New Democratic Party when it held government in the province.

These programs (e.g. rural electrification, grid roads) improved living standards for rural people and made the rural economy more viable. They helped to offset the severe economic and technological pressures which led many people to seek another way of life. The end result of these many programs was the maintenance of a viable rural community in Saskatchewan which is making a significant contribution to the Saskatchewan economy and to the Canadian economy as a whole. But the ongoing wellbeing of that rural economy is very fragile.

Thus the Saskatchewan N.D.P. urges the Committee to

reject any proposals for the elimination of the Statutory Crow rate as it now is and urges the Committee to explore other alternatives to achieve the necessary upgrading of our railway system.

It is obvious that public investment is required to bring this about and we would suggest that this investment be made directly by the government of Canada and that the government of Canada take equity in return for its investment.

It is the view of the New Democratic Party that Canadian railways have been amply rewarded for their efforts from the public purse and that they have enjoyed immense benefits from the public throughout their history more than sufficient to offset any burdens that may be involved with the continuation of the Crow rate.

The membership of the New Democratic Party has expressed concern on many occasions about the influence and power held by Canadian Pacific Ltd. on the Canadian scene and has on numerous occasions advocated the nationalization of that company. The view has also been expressed that compensation paid for this acquisition should be offset to the extent necessary by the value of benefits received in the past by Canadian Pacific Ltd. from governments in Canada.

It is not the purpose of this brief to undertake a detailed analysis of the Bill before the Committee. The N.D.P. Caucus of the Saskatchewan

Legislature is making a submission which undertakes some of this analysis and we are also aware of the efforts of New Democratic Members of Parliament from Saskatchewan and other provinces on this legislation. Speaking on behalf of the membership of the New Democratic Party we want to state that we are proud of the efforts of our elected members and we wish to make it clear that they express the viewpoint of the Party on grain transportation questions.

In conclusion the New Democratic Party urges the Committee as well as the government of Canada to withdraw this legislation and to develop a transportation policy designed to meet the public interest rather than the more narrowly defined interests of the railways of this country.

Respectfully submitted by the Saskatchewan
New Democratic Party,

Political Leader, Allan Blakeney,
President, Delaine Scotton,
Vice Presidents, Veronica Lacroix

Wayne Hovbedo

Terry Stevens

Secretary, Larry Deters,
Treasurer, Alvin Hewitt.

APPENDIX ' 'TRPT-290' '

THE IMPACT OF INCREASED GRAIN
MOVEMENT ON RURAL ROADS

Randy Passmore,
Saskatchewan Rural Affairs,
Planning & Research Branch,
May, 1982.

Statement

A fifty percent increase in grain truck traffic on the rural road system over the next five years could mean an additional 5.6% per year in incremental maintenance and reconstruction costs or roughly \$3.4 million per year in 1981 dollars. Rail line abandonment will amplify the effects of increased grain handling. Limited abandonment could add another \$1.8 million year to maintenance and reconstruction costs. In some areas this may be great enough to warrant special consideration - including the possible reconstruction to pavement standard of a portion of the Primary Grid system. If the Crow Rate is changed in such a way that it results in an inland terminal system, the cost of municipal and provincial road maintenance could reach \$150 million per year (in 1981 dollars).

I Introduction

a) The designated Road System

There are currently 54,397 kilometers (33,726 miles) in the designated road system under the jurisdiction of Saskatchewan Rural Affairs. Ninety-six percent (52,099 kilometers) of these kilometers are of Main Farm Access, Grid or Primary Grid Standard. Construction, reconstruction and normal maintenance of this system costs about \$60,000,000 annually. These roads carry most of Saskatchewan's farm to elevator grain traffic.

Average daily traffic on this system ranges from 40 vehicles per day (VPD) on Main Farm Access roads to 100 VPD on Primary Grid roads.

The most recent estimate (Rural Affairs, 1977) fixes grain truck traffic at 2% of total or approximately 11% of truck traffic on the designated system. While there may be exceptions over the system as a whole, grain truck traffic is at present a relatively minor contributor to overall strain on the rural road system.

b) Factors in Increased Grain Movement

There are three major factors which must be considered in any examination of the impact of grain movement on the rural road system.

The first consideration is, of course, the amount of grain to be moved. Any increase in the marketing of grain will effect the amount of traffic between farm and elevator. Grain production in Saskatchewan is expected to grow 50% from 19 million tonnes to 27 million tonnes between 1981 and 1990. Exports are expected to follow a similar pattern with an anticipated growth in world demand - in fact grain export is expected to increase 50% by 1985*.

* This means that export will outstrip production in a relative sense - domestic use is expected to remain constant, and stocks will decline marginally.

The second consideration is the impact of traffic pattern changes with continued rail line attrition. Average truck haul distance from farm to elevator has more than doubled since the mid sixties (from 4-7 miles to 10-15 miles). This trend will continue as abandonment continues.

In addition to longer average hauls, some road links are experiencing more concentrated traffic as the number of delivery points decreases. There were 991 delivery points in Saskatchewan in 1971 and 683 in 1981, a reduction of 31.1% (Canadian Grain Commission, Grain Elevators in Canada, bi-annuals).

Related to the impact of rail line abandonment, but worthy of independent mention, is our third consideration - the move to increasing use of larger trucks for longer hauls. It has been argued that more farmers are moving to longer truck hauls for various reasons: to bypass local market bottlenecks; to lessen storage costs (estimated at \$100 million in 1980); to save time (ie quicker unloading at newer, more efficient elevators); and to haul crops not covered by the Crow Rate making commercial trucking more competitive).

These three aspects of grain movement will undoubtedly affect rural roads. However, the effects of variable combinations of the three is not consistently documented. Traffic Accident Statistics has argued that a 50% increase in grain movement - translated into truck trips and 18 kip equivalent single axle load passes - will not significantly affect the road system over and above fairly manageable incremental maintenance costs. There seems to be some consensus on this issue. When a 50% increase in grain movement is combined with the effects of rail line abandonment the cost of road improvements and incremental maintenance could grow to \$4.9 million per year on rural roads and \$8.0 million per year on highways (1981 dollars). The Saskatchewan Governments submission to the Hall Commission estimated that the cost of incremental road improvements could reach \$150,000,000 per year. The Canadian Transport Commission (CTC) has said that road costs would not exceed the additional cost of rail line abandonment to producers. This was estimated at \$50,000/year for the 28 mile Kelfield subdivision. If this is extrapolated to the entire province it would amount to \$2.6 million/year.* In short, there is little agreement on the scale of the impacts represented by these three factors.

On the bright side, although road impacts are significant no matter what scale is used, grain related traffic remains highly dispersed and therefore so do the costs. If, however, such grain traffic overlaps areas of concentrated industrial traffic, or the Crow Rate changes significantly, safety and cost concerns may dictate reclassification of the affected roads to a higher standard.

* This extrapolation is based on one branch line only and is based on estimates by the C.T.C., therefore, extreme caution is urged in its useage.

The pages that follow will deal more specifically with the questions raised to this point.

II Increased Production/Marketing

The Saskatchewan Government Planning Bureau estimates the production of 27 million tonnes of grain/ year by 1990 a 50% increase over 1980. It is expected that this increase will be the product of a growth in yield (greater use of various farm practices - fertilizers, moisture conservation and higher yielding grains) and the amount of land seeded (decreases in summerfallow and hay acreage).

At the same time world demand is expected to be such that Canada will be able to sell all the grain it can transport to market. Grain deliveries in Saskatchewan are expected to grow from approximately 14.7 million tonnes in 1980 to 22.1 million tonnes in 1985, based on the Canadian Wheat Boards prediction of a 50% increase in export.

Total Canadian Production and Export, Saskatchewan
Production and Deliveries of Wheat, Durum,
Oats, Barley, Rye, Flax and Rapeseed
1977-1981 and 1985
(000 tonnes)

YEAR	CANADA		SASKATCHEWAN	
	PRODUCTION	EXPORT	PRODUCTION	DELIVERIES*
1977	38,996	20,474	19,066	12,011
1978	39,827	18,548	19,357	15,632
1979	33,374	22,052	14,514	12,557
1980	36,841	21,569	15,483	14,725
1981			19,483	14,084
1985**		32,354		22,088

* There are no data available on Saskatchewan exports however, delivery figures are a good indication of the amount of grain travelling over the rural road system.

** Estimated on the basis of the Canadian Wheat Boards prediction of 50% more grain exported (base year 1980).

Source: Statistics Canada, Cansim Retrieval, Supply disposition Various Grains.

Canadian Grain Commission, Grain Deliveries at Prairie Points, Crop years 1976-77 to 1980.

a) Increased Traffic on Municipal Roads

The increase in grain deliveries could mean a 50% increase in grain truck traffic by 1985. It was mentioned earlier that grain truck traffic in 1977 comprised 2% of total and 11% of truck traffic. If it is assumed that normal traffic increases by the provincial average of 2% per year an estimate of grain traffic increase can be made. The table below summarized traffic percentages for 1980 and 1985 based on the above assumptions.

Percentage Distribution of
Traffic by Vehicle Classification 1980 and 1985

	1980		1985	
	% of vehicles	% of all trucks	% of vehicles	% of all trucks
Cars & Half tons	82.0		81.3	
Grain trucks				
hauling grain	2.0	11.1	2.7	14.4
Other trucks	16.0	88.9	16.1	85.6
TOTAL	100.0	100.0	100.0	100.0

Source: Planning and Research Branch, Rural Affairs.

In other words, if all road strain is relegated to truck traffic a 50% increase in grain trucks will result in a three percentage point increase in the amount of strain attributable to such traffic (from 11.1% to 14.4%). Translated into these terms the impact of the movement of 50% more grain appears relatively minor.

This impact is also relatively small in terms of incremental traffic and cost. To use a hypothetical example, on a road link experiencing 100 vehicles per day (VPD) in 1980, sixteen vehicles will be 'normal' trucks and two will be grain vehicles including approximately eighteen 'normal' trucks and three grain trucks. This means an incremental increase in truck trips of just under 15% (2.7 of 18). Grain trucks represent 37% of this increase (1 of 2.7). The following table summarizes incremental truck traffic for our hypothetical case.

INCREMENTAL TRUCK TRAFFIC FOR
HYPOTHETICAL 100 VPD ROAD LINK

	1980	%	1985	%	% increase	incremental trucks	%
normal trucks	16	88.9	17.7	85.5	10.6	1.7	63.0
grain trucks	2	11.1	3.0	14.5	50.0	1.0	37.0
TOTAL	18	100.0	20.7	100.0	15.0	2.7	100.0

If these figures are translated into incremental maintenance and reconstruction costs (assuming as before that only truck traffic causes damage) a 15% increase (in 1980 dollars) in such costs can be expected by 1985. Grain Truck traffic will represent approximately 37% of such costs. This means that in 1985, grain truck traffic may be responsible for 5.6% ($15 \times .37$) more road expenditure annually.

In summary, the present road system will probably handle this increase but at a cost of about \$3.4 million per year on municipal roads by 1985 ($5.6\% \times 60,000,000 = 3,360,000$).

b) Increased Traffic on Highways

The latest vehicle classification study (Highways, 1979) estimates truck traffic on the highway system at 13% of total. Grain truck traffic overall represents about five percent of truck traffic or less than one percent of total highway traffic. This percentage is minimized by the major provincial highways where the majority of truck traffic is commercial. On the local highway system, up to 50% of trucks are hauling grain (this would represent approximately 6% of total traffic). It would be safe, therefore, to assume an average of 3% of total grain is truck traffic (to minimize the bias introduced by the major highways). On the basis of these assumptions and those presented in the preceding section it is possible to obtain estimates of incremental normal truck and grain truck traffic as a result of 50% more grain being moved.

INCREMENTAL TRUCK TRAFFIC FOR HYPOTHETICAL 200 VPD HIGHWAY

	1980	%	1985	%	% increase	incremental trucks	%
normal trucks	20	76.9	22.1	71.1	10.6	2.1	41.2
grain trucks	6	23.1	9.0	28.9	50.0	3.0	58.8
TOTAL	26	100.0	31.1	100.0	19.6	5.1	100.0

Again, if it is assumed that only truck traffic causes damage we can say that costs related to incremental trucks will represent a 19.6% increase in budgetary requirements by 1985. In 1985, grain trucks may be responsible for 11.5% ($19.6 \times .588$) or \$5.9 million* more road maintenance expenditure annually.

* Highways presently spends \$51.1 million on road maintenance. Therefore, $11.5 \times \$51,100,000 = \$5,876,500$.

III. Rail Line Abandonment

There is an abundance of literature on the potential impact of rail line abandonment on rural life. Much of this work concentrates on community viability. However, the impact of abandonment decisions on the road network has also received some attention. Both of these areas of study lack in two respects:

- 1) no pre/post evaluative studies have been done and
- 2) existing studies give inconsistent results because of definitional or methodological differences.

Nevertheless, this section will be an attempt to draw some meaningful points out of the debate surrounding the implications of rail line abandonment for the road system.

a) The Saskatchewan Governments Submission to the Hall Commission

One of the earliest studies in this area was summarized in the Saskatchewan Governments Submissions to the Hall Commission (hereafter referred to as The Submission).

Under limited abandonment (two adjacent lines were not assumed to be abandoned at the same time) The Submission estimated road costs attributable to abandonment at \$62 million over a fifteen year period.* Under total abandonment (a system of large inland terminals replacing the present elevator system) it was estimated that road costs could exceed \$2 billion (rural roads and highways).

If it is assumed that half these costs would be incurred by rural roads the estimate remains over one billion dollars.

It must be emphasized that this estimate is based on the potential impact of the most drastic abandonment scenarios.

b) The TAS Study

In 1979-80 the Transportation Agency studied the potential impact of rail line abandonment on the road system in five areas of the province. The methodology employed by TAS involved three basic stages: 1) Diversion pattern 2) Trip generation and 3) Trip assignment.

* This estimate is for approximately 4,400 miles of rural roads 1,000 miles of highways.

Essentially the diversion pattern involves determining catchment areas of specific delivery points before and after abandonment. These areas are determined by using the Shortest Right Angle Distance Method (SRAD). Put another way, the shortest distance along road allowances to a delivery point determines the destination of the grain.

Trip generation is an estimate of the truck trips per farm zone. This, of course, is dependent on yield (determined by the average yield per cultivated acre, and the average cultivated acres per section in each R.M.) and truck size (determined by haul distance).

Trip assignment is the process by which trips generated are assigned to the road network - the least-cost route is selected for each truck trip (determined by trip impedance factors - vehicle operating cost factors for different truck sizes and road types).

In this manner TAS assigned truck trips and related 18 Kip equivalent single axle load passes (SALP) caused by traffic diversion under abandonment to affected road links. These were projected using a factor of 1.5 on the basis of the Canadian Wheat Board's prediction that 50% more grain could be exported by 1985. The parameters of the road impact cost estimates of the TAS study follow:

- 1) grain truck traffic projected using a factor of 1.5
- 2) other traffic projected using provincial average (2%/yr).
- 3) any oil treatment or AMOS exceeding 10 18 kip equivalent SALP require reconstruction to pavement standard.
- 4) assume primary grids with traffic volumes in excess of 150 AADT are oiled by 1985, and where such grids have post-rationalization structural loading of 10 18 kip equivalent SALP, reconstruction is chargeable to abandonment.
- 5) incremental maintenance costs for gravel surface roadways determined using a model developed by highways which relates to 18 kip equivalent to maintenance costs.

The TAS findings for five study areas are summarized in the following table.

Summary of TAS Findings

Study Area	Mileage Scheduled For Abandonment	Mileage of Municipal Roads Requiring		Cost of Improvements*	
		Maintenance	Construction	Maintenance	Construction
Asquith	43.8	6	12.7	\$ 2,035	\$1,777,000
Wishart	26.9	31	0.0	10,483	0
Meskanaw	69.7	19	10.5	6,820	1,094,500
Carleton	39.0	45.5	18.0	10,615	1,925,000
Gravelbourg	74.0	70.5	0.0	34,898	0
TOTAL	253.4	172.0	41.2	\$64,851	\$4,196,500

* Gullickson updated the TAS figures to 1981 dollars

Gullickson (1981) extrapolated from the TAS study findings to estimate the province-wide road implications of abandonment. Using simple mileage and cost ratios he arrived at an estimate of approximately \$28 million in road costs attributable to all rail lines abandoned and scheduled for abandonment between 1975 and 1985. If grain hauls remained constant after 1985 and if road improvements are required every twenty years the annual cost would be \$1.4 million per year plus \$.4 million per year maintenance or a total of \$1.8 million per year charged to abandonment.

c) Some Cautionary Remarks

There are many potentially error-prone assumptions contained in the estimates presented above. Therefore, caution is urged in their usage. They may be at best be considered guestimates of potential road costs due to rail abandonment.

The first major assumption is that of a 50% increase in grain exports. This is simply an educated guess by knowledgeable persons in the field based on their prediction of world demand. More importantly, even if this prediction holds true, it is a prediction of Canadian, not Saskatchewan export. That is, to apply this prediction across the board - with no variation depending on region etc - is a major, potentially problematic assertion. To build estimates on such a foundation is one thing; to go a step further and apply ratios developed on the basis of these estimates to obtain a provincial estimate is yet another. This piggy-backing of assumptions can cause the final outcome to be questionable.

d) A New Development: A Proposal by the CTC to Limit the Impact of Rail Line Abandonment on Producers.

Recently the CTC has studied the feasibility of off-track elevators to try to cushion some of the effects of rail line abandonment on producers (Fleming and Yansouni 1981). The principle of the off-track elevator model is to keep some elevators situated on abandoned rail lines operation. Grain would then be commercially trucked from such an elevator to a trans-shipment point (an elevator on a functional line). The cost of trucking from off-track elevator to trans-shipment point would be born by the federal government which would realize a substantial savings over maintenance grants and subsidies presently paid on behalf of unproductive lines.

Under this option the federal government, the elevator companies and the railways save (albeit less than under total abandonment) and the farmers lose (albeit less than under total abandonment). However, the implications of total abandonment and the off-track elevator option for municipal and provincial governments are not adequately addressed. It is simply speculated that incremental road costs will not exceed the incremental expense to the producer. In a case study of the 27.9 Kelfield Subdivision the cost to the producer was estimated at \$50,000/year with total abandonment and \$21,000/year with the off track option. If this is extrapolated province wide, one arrives at an estimate of total incremental road costs of \$2.6 million with total abandonment or \$1.1 million with the off-track option. This difference, however, is hard to rationalize since under either option the same amount of grain is hauled over the road system. The off-track opetion would probably be more expensive in road costs as a result of the concentration of heavy traffic between off-track elevators and trans-shipment point.

e) Summary

This section has summarized the major studies done on the potential impact of rail line abandonment on the road system. All, as we have seen, are open to criticism. Nevertheless, they provide us with a ball park expectation. The following table summarizes the various estimates.

Estimates of Road Cost
Due to Rail Line Abandonment

Study		Rail Line Mileage	Road Mileage	Cost of Improvements (000,000/yr)
Submission to Hall	Limited (parallel lines not abandoned)	2,400	5,340	4.13
	Total (inland terminal scenario)		12,960	150.00
TAS	Study Areas	255	213	.34
	Gullickson	1,460	1,425	1.83
CTC	Case Study Limited (with off-track elevators)	29.7		.02
	Total (total abandonment of delivery point)	29.7		.05
	Extrapolation* Limited (with off-track elevators)	1,460		1.10
	Total (total abandonment of delivery point)	1,460		2.62

* For the CTC study I extrapolated assuming Gullickson's mileage of 1,460.
Therefore $\frac{1460}{29.7} \times 50,000$ under total abandonment

or

$\frac{1460}{29.7} \times 21,000$ under the off-track option (limited)

NOTE: Approximately 900 of these railway miles have already been abandoned, therefore, as noted earlier, either some of these costs are already being absorbed or there is a deterioration in the road system taking place.

It is clear from these estimates that there is a lack of agreement on the impact of rail line abandonment. It may be useful nevertheless to attach dollar amounts to the separate and combined impact of rail line abandonment and grain movement increases. The following table summarizes the annual costs which may be incurred under various scenarios of increased grain movement.

Estimated Increase in Annual Road Costs
Under Conditions of 50% more Grain Marketing
By 1985 and Limited Rail Line Abandonment

System	Kilometers	Annual Road Expenditures (millions)	50% Increase In Grain Movement (millions)	Rail Line Abandonment (millions)	Total
Municipal	54,304	\$ 60.0	3.4	1.8*	5.2***
Highways	21,213	51.1	5.9	2.1**	8.0
TOTAL	75,517	111.1	9.3	4.1	13.2

* An annualized amount based on Gullickson's estimate (\$28 million reconstruction/20 years = \$1.4 million + \$433,500 annual maintenance).

** An annualized amount based on the low estimate of the Saskatchewan Governments submission to the Hall Commission (ie. \$62 million/2 assume half of the costs incurred on highways/fifteen years - the time frame used in that paper).

*** This may contain some double-counting since the TAS study included a 50% increase in grain trips.

Approximately \$60 million is spent annually on municipal roads and \$51.1 million is spent annually on maintaining the highway system. By applying the estimates of incremental cost due to grain truck traffic (estimated at 5.6% of road expenditures for municipal roads and 11.5% of road expenditures for highways developed in Section II) to these total expenditures, an increase in road expenditure of \$3.4 million/year for rural road and 5.9 million/year for highways can be expected with a 50% increase in grain movement by 1985.

If all rail lines scheduled for abandonment by 1985 are abandoned, it could mean an additional expenditure of \$1.8 million/year for municipal roads and \$2.1 million/year for highways - because of grain truck diversion. In combination, rail line abandonment and a 50% increase in grain movement could cost an additional \$5.2 million/year for rural roads and \$8.0 million for highways, for a grand total of \$13.1 million annually.

IV Increase in Truck Haul

If there is a boom in long-haul grain truck deliveries, as has been speculated, rural roads will be affected. It is difficult to quantify such a movement however.* Only circumstantial evidence of this boom is provided:

- over the last 20 years road mileage has grown 20% while rail mileage has declined 20%
- average grain haul from farm to elevator has doubled
- 5,000 commercial hopper bottom grain trailers in service on the prairies
- storage costs on prairie arms of \$100 million in 1980
- estimates of 100 trucks a week travelling from the prairies to Thunder Bay
- various examples of long hauls (of wheat, rapeseed, beans, lentels, etc.)

No matter how preliminary the idea, it has particular merit in light of the recent announcement of Federal plans to change the Crow Rate. If these proposed changes allow differential rates to be charged, the railways may levy restrictive charges on certain lines, in effect abandoning them. TAS argued in 1977:

If the Crow Rate is abolished, the railways will have the flexibility to charge different rates on different lines. By charging higher rates on lines that are less profitable and lower rates on lines that are profitable the railways will have an economic lever to persuade farmers to truck their grain to certain points and abandon others. This tactic, coupled with the presence of large inland terminals, will force farmers to haul to the inland terminals, or pay much higher freight rates to keep their local elevator open. If they are forced by this economic pressure to haul to inland terminals, the local elevator will close and, as recent studies have shown, the local community will decline very quickly after the local elevator has been shut down. This will have a serious negative impact on the nature and viability of rural life and small towns. (The Crow Rate and National Transportation Policy, TAS 1977).

* A recent leader Post Article estimates that 2% of prairie grain now goes to inland terminal via commercial trucking (Thomas Nun, LP February 13, 1982).

Taking this to its logical conclusion could mean the end of the local elevator system and the emergence of an inland terminal aystem. As we have seen, such a system could cost up to \$150 million/year in incremental road expenditure.

If the Crow Rate changes, commercial trucking will undoubtedly become more competitive as rail rates increase. Although these thoughts are largely speculative at this point, they deserve special attention in future studies.

V. Conclusion

It is obvious from the foregoing that estimates of the scale of impact represented by any of the factors involved in increasing grain haul vary. In some cases estimates await future study. Although various studies anticipate significant impact costs from rail line abandonment, the methodologies and estimation procedures employed are open to criticism.

The only point on which there is any degree of consensus is that a 50% increase in grain deliveries will have marginal impact on the designated road system.

There is little hard data on the impact of commercial trucking of grain. At present it represents a minute 2% of grain movement. However, the potential impact of this form of grain haul should be recognized and scrutinized in future studies, especially given the proposed changes to the Crow Rate. As we have seen, significant costs may result from such changes.

Another area of special concern is where increased grain haul and concentrated industrial traffic overlap. In these areas the industrial traffic causes the majority of maintenance problems. For this reason it is of more immediate concern in various regions of the province. The concept of rural revitalization carries with it such burdens.

The Planning Bureau has estimated that through the 1980's rural revitalization will become a reality in many regions. It has anticipated a growth in the potash industry, pulp and paper industry, the oil and gas industry (especially the Up-grader project) and in the manufacturing industry in general. The Planning Bureau expects this industrial expansion to be distributed throughout the province.

This projected increase in rural industrial activity, a boon to many rural areas, will result in various levels of increased strain on the road system, and perhaps an exacerbation of maintenance and safety problems. The immediate task is to help alleviate these problems and maintain the road system at acceptable, safe standards, for normal rural traffic, including grain truck traffic.

References

Fleming and Yansouni, "Economic Feasibility of Off-Track Elevators in the Prairie Provinces of Canada." Canadian Transport Commission 1981.

Gullickson, "A Summary of Municipal Road Impact Assessments Resulting from Rail System Abandonment in Five Regions of Saskatchewan and the Potential Impact of Such Abandonment when Undertaken on Province Wide Basis (1975 to 1985)," Planning and Research Branch, Rural Affairs, 1981.

Gullickson, "Rural Affairs Data Base Study," Planning and Research Branch, Rural Affairs, 1982.

Note: This study contains a literature review of various studies on rail line abandonment, with particular emphasis on community viability.

King, Hassan and Churko, "Development of Traffic Estimation and Assignment Methodology for Grain Truck Traffic Under Various Rail Line/Grain Elevator Abandonment Proposals" Planning Branch, Saskatchewan Highways and Transportation 1976.

Nun, Thomas, "More Farmers May Change to Trucking Grain when Crow Changes," Regina Leader Post, February 13, 1982.

Ropertz, Henry, "The Boom in Long-Haul Grain Truck Deliveries," Grainnews, August, 1981.

Saskatchewan Government "Submission to the Grain Handling and Transportation Commission," 1976.

Transportation Agency of Saskatchewan, The Crow Rate and National Transportation Policy, 1977.

Transportation Agency of Saskatchewan, "A Study of the Road Impact Costs Resulting from Rail System Abandonment in Saskatchewan," 1980-81.

APPENDIX "TRPT-291"

A SUBMISSION

to the

Parliamentary Transport Committee

regarding Bill C-155

TABLE OF CONTENTS

Introduction	
1. Livestock	
2. Volume Cap	
3. Variable Rates	
4. Ability of Farmers to Pay	
5. Senior Grain Transportation Committee	
6. Commendable Points	
Summary	
Delegates of District 6	

This submission is made on behalf of nine elected delegates of Saskatchewan Wheat Pool. We collectively represent a geographical area of approximately 100 kilometre radius from Regina known as Saskatchewan Wheat Pool District 6. We represent over 5,500 resident members who do business in grain and livestock and purchase farm supplies.

We have over the past year been active in appearing before Regina City Council, petitioning citizens and Pool members with our concerns and meeting with producers and others in an attempt to supplement the efforts of our corporate organization.

Our feelings on various parts of Bill C-155 are expressed in the following paragraphs:

1. Livestock

District 6 delegates do not believe the Western Livestock industry will be adversely affected by the freight rate subsidy payment being made in total to the railroads. We were, however, very concerned that payments to producers of any amount of subsidy would trigger increased feed grain production at significantly lower prices. Lower feed grain prices may appear to be the salvation of the western Canadian livestock industry, but even today District 6 feed grain producers are under severe cash pressure. Ways must be found to increase the price of livestock.

We commend the efforts of the Federal Government to establish a national beef stabilization board. Our efforts should be clearly directed to the orderly marketing concept.

In our Saskatchewan Wheat Pool owned public stockyard at Regina, from July 9, 1982 to July 9, 1983, we handled 74,285 head of cattle and calves from approximately 5,900 producers. District 6 originated just over 38,000 head of these cattle and calves.

2. Volume Cap

District 6, being an area of high grain production, is one in which our producers would be very adversely affected by any disincentive to increased grain production. The imposed cost burden would place those we represent in a negative cash flow position, and therefore, any legislation clearly should not contain a volume cap.

3. Variable Rates

The concept of variable rates to elevator companies and railroads in District 6 is so detrimental to providing adequate service to our producers that we say simply that we cannot accept such a concept in any form other than that which is distance-related and statutory.

4. Ability of Farmers to Pay

District 6 delegates agree with Bill C-155 that there be a safety net for the producers ability to pay. We agree with the principle, but to adequately protect our producers we suggest a 6% maximum on the farm gate price of each eligible grain notwithstanding any volume limitations.

5. Senior Grain Transportation Committee

While we acknowledge that the principle of a senior grain transportation committee may have some merit, its size should be significantly smaller than twenty-one representatives. However, we in Saskatchewan Wheat Pool District 6 feel that the power given to the Administrator and to the committee in Bill C-155 leaves us to feel very uneasy, that the marketing responsibilities of the Canadian Wheat Board will be restricted so as to not necessarily be in the best interests of the producers we represent. Therefore, we recommend that the committee itself be eliminated and its powers and duties be assigned to the Canadian Wheat Board.

6. Commendable Points

Since the Government of Canada and others have added numerous grain hopper cars to grain movement our producers have benefited from increased grain sales. This, coupled with a continuation of the branch line upgrading program, is a promised step that we commend.

With the payment of subsidy going entirely to the railroads and the resulting ability of the Federal Government to guarantee railroad performance we are satisfied in this area of a Federal recognition of rail transportation as a national responsibility and that rail transport will be kept up-to-date in the decades ahead.

In summary, we, the nine delegates of District 6, believe most sincerely that if the points we have mentioned are incorporated in an amended Bill C-155 the interests of the producers that have elected us would be adequately represented.

We thank you for the opportunity to appear before you and we wish you well in your deliberations.

Signed,

Bob McKell, Secretary
District 6, Sub-district 4
Box 341
Regina, Saskatchewan
S4P 3A1

Delegates of District 6:

- Sub. 1 - Andre Perras, Montmartre
- Sub. 2 - Lillian Fahlman, Kronau
- * Sub. 3 - Booker Cornea, Moose Jaw
- Sub. 4 - Bob McKell, Regina
- Sub. 5 - Dave Weber, Regina
- Sub. 6 - Don Olson, Fort Qu'Appelle
- Sub. 7 - Bill Relf, Wolseley
- Sub. 8 - Barry Senft, Lipton
- Sub. 9 - Eric Kramer, Southey
- * Representative of the Board of Directors

APPENDIX ' 'TRPT-292' '

S U B M I S S I O N

TO

THE HOUSE OF COMMONS STANDING COMMITTEE ON
TRANSPORT

BY

DISTRICT 8, SUB-DISTRICT 6

SASKATCHEWAN WHEAT POOL

AUGUST, 1983

This submission is made on behalf of District 8, Sub-District 6 of the Saskatchewan Wheat Pool, which represents approximately 690 producer members. We represent an area in North-eastern Saskatchewan sitting on a branch line from Swan River, Manitoba to Sturgis, Saskatchewan. The issue of transportation has been a continuing fight for us. In the past, we had to fight for the retention of this branch line and now we are fighting for the statutory Crow Rate.

We, the farmer, are the producers of a very valuable resource, food. The farmer is also a consumer of the very products he produces. In Canada, we help to create employment by being large consumers. We feel this is demonstrated to the people of Canada by seeing the drastic decline in farm income in the past decade. The may lay-offs in machinery plants and in turn, lay offs along the line. You see, the more lay-offs, the less money to spend, the more unemployment and the cycle continues.

The farmers, as producers and citizens of Canada feel that we have already given too much to the railroads, by the purchase of hopper cars, the upgrading of branch lines and so on. They are frustrated by standing in line at the elevators from five to six hours to unload a load of grain and being told that there are an insufficient amount of cars to haul another load. The farmers are frustrated because, as citizens and producers in Canada, they have purchased many hopper cars to move our grain, and still there is a shortage of cars. They are also frustrated by the fact that loaded cars sit by the elevator for many days before being moved. If they are short of cars now, how could they possibly move more grain, if we pay them more, unless we again buy more hoppers because we know the railways would'nt buy them. Then by the movement of more grain, as we are told there should be, our lines again will have to be upgraded at our cost, because the railway again wouldn't do it. This starts to sound like a pretty good situation. The railways are given the land, the machinery to move the products and have someone else to maintain all this. It would be nice if someone gave the farmer his land, the machinery and be paid for all improvements, and all we had to do was to provide the power and labor.

Now, let's study some facts of the transportation issue as proposed by the Government of Canada. The Government legislation hampers the production of grain by putting on a restriction of government participation to a maximum of 31.1 million tonnes. This is absolutely unbearable. We, as producers, are told that if we produce more, we will be penalized for it. This, we are told, in a world where we have millions of people starving. It's total disbelief.

The government's legislation does not protect the concept of equal distance, equal pay. In other words it permits variable freight rates. As I mentioned earlier, our sub-district fought for the retention of our branch line, and with this proposed legislation we would be back out there fighting for it again. The government's legislation wants to set up a grain transportation agency. We feel this will erode the powers of the Canadian Wheat Board. We feel the Canadian Wheat Board should be the organization to be able to

allocate the cars as they are the shippers of Canada's grain. The allocation of grain cars cannot be made from an outside agency to improve the system. The powers of the Canadian Wheat Board have to be greatly increased to secure an orderly marketing system for our grain.

Now, there is the cost of transporting the producer's grain. As mentioned earlier in this brief, I said farmers create employment. By making the producer pay more for this service, you are again eroding his net income. For example, using the three points, Arran, Pelly and Norquay, I represent, in the crop year 1981-1982 a total of 94,942 tonnes of grain was shipped. This made our freight bill for that year \$418,694.22 at \$4.41 per tonne. Now by just doubling the freight rate, our community has \$418,694.22 less to spend. Now through the government legislation, our freight rate is expected to raise six times our present cost. This means that our freight bill from our area would be \$2,512,165.30 an increase of \$2,093,471.10 per year. This amount would be taken from the net income of the producers, and that would be exempt from the market place. So, now you see what I mean when I stated that farmers create employment. If you don't buy anything or buy less, there automatically is a lesser need for people to produce.

I'd like to point that the farmers are in a no win situation. We feel we need the statutory Crow Rate and have fought for many years for the retention of it. We have sent many resolutions to state this fact to both the federal and provincial governments. We feel the farmer's rights and privileges have been continually eroded, and the removal of the statutory crow rate will be the last straw that broke the camel's back.

In conclusion, we wish you would look seriously at our brief and consider all the points made. We feel that these are vital, in order for farmers to continue farming. From the points presented here to you, we cannot and will not accept the abolition of the statutory Crow Rate.

Respectively submitted by

David Zbeetnoff
Delegate, District 8
Sub-District 6
Saskatchewan Wheat Pool
Pelly, Saskatchewan

APPENDIX "TRPT-293"

Saskatchewan Wheat Pool

HEAD OFFICE
2625 Victoria Avenue, Regina, Saskatchewan, Canada S4P 2Y6
Telephone (306) 569-4411 Telex 071-2284 TWX 610-721-1340

July 13, 1983

Mr. Robert Bockstael
Vice-Chairperson
Transportation Standing Committee
House of Commons
Ottawa, Ontario
K1A 0A6

Dear Sir:

Please find attached a copy of a brief which has been developed over the past months by the nine Saskatchewan Wheat Pool delegates in district #15.

This brief has had input from a number of individuals and farm committees in district #15. Saskatchewan Wheat Pool's district #15 is quite similar geographically to the Federal Constituency of Prince Albert.

The delegates have requested time to present this brief to the Transportation Standing Committee when it holds hearings in western Canada in August.

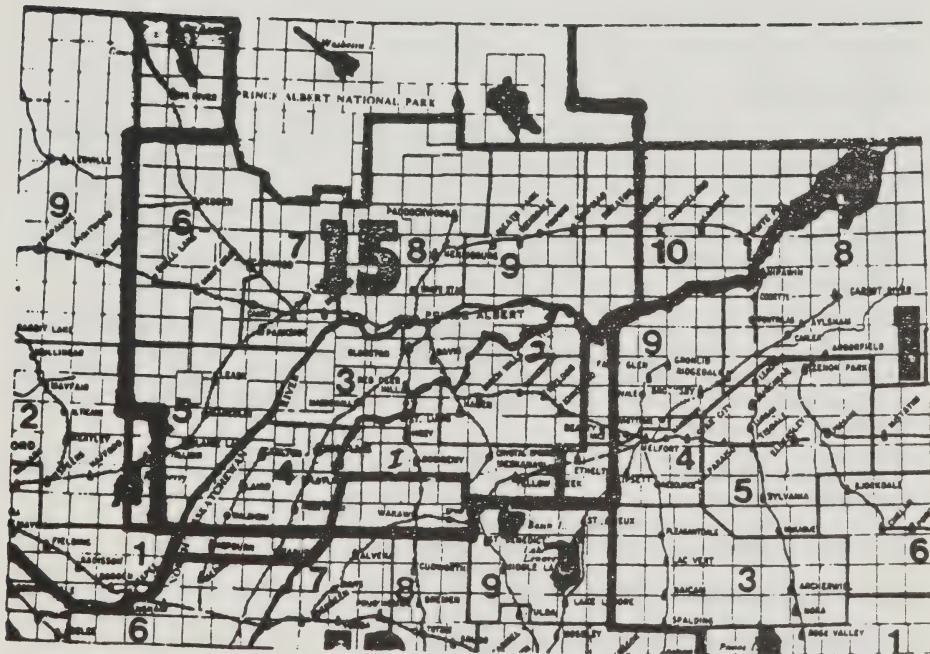
Hopefully this will help you understand what the majority of farmers are thinking about the Grain Transportation issue now facing us.

Yours co-operatively,

Tom Simmonds
District #15 Representative
Member Relations Division
Saskatchewan Wheat Pool
R.R. #5, Site 16 - 88
Prince Albert, Saskatchewan
S6V 5R3

TS/ab

Attachment

SASKATCHEWAN WHEAT POOLDISTRICT #15 BRIEFON GRAIN TRANSPORTATIONPRINCE ALBERT CONSTITUENCY

DISTRICT #15POSITION ON THE GRAIN TRANSPORTATION ISSUE

Saskatchewan Wheat Pool, District #15, has over 6,000 active farmers. We have 42 Wheat Pool committees with 434 men and women from all ages and groups on these committees. The farmers in the district elect 9 delegates who elect one of themselves as a Director of Saskatchewan Wheat Pool.

Transportation has always been an issue in this area of the province. If you go back to committee minutes in the 1920's, some of them sound like the minutes of the 1980's. Since early 1980 we have spent many hours and meetings talking about transportation involving over 3,000 of the members in the district. This brief sets out what most of these people can agree on. Much of the following has been put together by an individual farmer, a committee or a group of committees, or by the delegates representing these farmers. All of the information has been widely circulated in District #15 by one method or another.

Thirty-five Saskatchewan Wheat Pool committees are in the Federal Prince Albert constituency.

Need for Change

As noted earlier minutes going back for years point out that the railway system has not met the service expectations of farmers over those years. This points out the legislation governing grain transportation has not been adequate to force the railways to move grain efficiently and effectively since day one, even though for most of those years, the Crow grain freight rate covered and in some years, more than covered their costs of moving grain.

Farmers have noted that the railways have not maintained their branch lines and equipment for grain transportation even though many years the railways made good money on moving grain but they could make more money in some other venture and their dollars went there instead of at least maintaining their system at an adequate level.

*This led farmers to ask for a change in legislation and a national transportation policy.

Farmers had hoped this policy would ensure:

- 1) adequate service guarantees for all the branch lines retained.
- 2) an elevator within reasonable distance so they could truck their own grain from their farm to the elevator of their choice.
- 3) and that when looking at efficiency they would be looking at it from the point of view of the most efficient system from their granary to the ocean boat not just one individual railway's efficiency. This would include trucking, railroad, elevator, terminal, railroad beds, grid roads and highways, etc.

We do not see all this in the policies Pepin is putting before the House of Commons. It is a great disappointment that all this effort has been expended and Pepin has failed to recognize the needs of farmers from this area of Canada.

What Should Be In Pepin's Plan

The actual freight rate is one thing but definite principles in the Crow rate is something entirely different.

If we were paying a Crow rate in 1983 in 1983 dollars comparable to a 1950 Crow rate in 1950 dollars most farmers wouldn't complain that much.

What the farmers out here are disturbed about is the threat to basic principles which we associate with the Crow rate.

The Crow rate guarantees us a rate on our exportable crops that is lower than a domestic rate so we can afford to ship the long distances we have to export. It is only fair the taxpayer helps subsidize these rates because every tonne we export helps Canada as a whole through balance of payments every bit as much as it helps the farmer that produces it.

Point 2 says the Crow rate is non-variable. The Crow rate was put in place so agriculture would develop at Melfort or Meadow Lake the same as it would at Winnipeg or Regina. If we had variable rates, very soon the land near the main lines would be priced so high no one would be able to buy it while the farmer a hundred miles away on a branch line wouldn't be able to give land away.

On the point of making payments to farmers, there may be some livestock producers that feel they would get something for nothing that would support this idea. The vast majority of grain and mixed livestock producers realize the vast amount of bookwork and staff involved in this method of payment would eat up most of the money that was to go to the producer so he wouldn't get it anyhow. It would be cheaper for the government and a more efficient use of funds to make the payments directly to the railways from the Government of Canada. This would also give the government some control over the railways.

When we start talking about a cap on volume of grain exported of 31.2 million tonnes we come back to a point of principle guaranteed in our Crow rate. The Crow rate was designed to help ALL farmers wherever they were, to export ALL of their exportable grains. The population of the world needs all the food we can spare. You are treading on very sacred ground here.

As far as using transportation changes to force elevator consolidation you are doing something that is completely unnecessary. We in Saskatchewan Wheat Pool have consolidated our elevators from 1,100, 20 years ago, down to about 500 points now. Who is the better judge of which points must go, the people using these points or someone down in Ottawa, or in a boardroom in Montreal or Toronto. The farmers in Saskatchewan Wheat Pool are spending nearly 40% of their earnings on consolidation and new elevator upgrading every year. If we had to go to only a few inland terminals they would be right back at square one.

The last principle we would like to bring to your attention is the Canadian Wheat Board.

The Canadian Wheat Board may be appointed by the Federal Government, but it does have the confidence of the prairie farmer. Confidence is a very precious commodity so let us not lose any of it.

The western farmer sees any move to remove power from the Canadian Wheat Board as a threat to himself and his grain company.

The Canadian Wheat Board has to have control over buying, movement, and selling. If it loses control over any one segment of the grain industry then the efficiency of the whole system goes down the drain.

You may be able to change rates to keep pace with the times and get away with it, BUT our guaranteed principles in the Crow rate namely (1) non-variable rates, (2) payment to railways, (3) no cap (export all that is surplus), (4) export rates well below domestic rates (remember Canada profits from exports every bit as much as farmers), and, (5) not eroding any powers of the Canadian Wheat Board, are principles the western farmer will do everything in his power to preserve.

A good transportation policy should recognize the farmers' ability to pay freight cost increases. Historically freight costs have risen an average of 6% per year, while the value of grain has risen only 4% on the average. Farm input costs have risen dramatically in the last few years (fuel costs over 500%) while the value for a bushel of grain is at nearly the same level now as it was ten years ago. It would be a gross injustice for grain shippers to assume additional freight costs.

The livestock industry has not been hurt by the Crow rate. Studies show that in approximately one-half of the years since 1970, the livestock feeder has been able to purchase surplus or out-of-condition grain at lower than the export market price. A feed grain policy is needed to assure the livestock industry a constant supply at a stable price with the user of feed grain to assume some responsibility for this assurance. A high freight rate will not solve the problems faced by the user of feed grains.

The railways say they need more money to be efficient. The farmer on the other hand has become efficient because he has not had enough money. Who is right? The railway says a larger car spot at one elevator is efficiency. How many larger car spots have the railways put in place? What about joint running rights to haul grain. Several suggestions have been put forward to the railways to reduce distances for moving grain to markets. Very few have been implemented. There are several ways that the railways should put in place cost saving measures that would improve their efficiency and not cost the farmer one cent more.

The Impact of Variable Rates

The agriculture industry which has evolved over the past century shows in the first half of that century the development of our elevator system along with the development of the railways as a transportation system for the movement of commodities in and out of communities. A system built on

the mode of transportation of the day. During the last half of that century there has been a gradual change to consolidation brought on by a response to mechanization and an increase in mobility of the farming community and the country as a whole. This has been a gradual change and no doubt will continue to gradually change in the years to come.

The introduction of variable rates would force the building of an inland terminal system, add additional costs on farmers and the public, and cause the disappearance of many small communities.

With the disappearance of many elevators and the rise of inland terminals there would be a direct effect on farmers, increased costs of hauling and time in performing such tasks, and in order to lessen both, he would turn to larger trucks even to tractor trailers. With the increase in larger trucks and heavier loads, the deterioration of our road system which is not constructed to carry such tonnages would be inevitable, meaning more maintenance and more replacement construction. This would require additional costs to municipalities for municipal roads and additional costs to provincial governments for public roads.

A paper prepared and presented at a recent agricultural forum showed that with the projected increase in grains, there would be an additional yearly cost to municipalities in Saskatchewan of \$2.82 million and an additional annual cost to the provincial government for highways would be \$3.01 million for a total of \$5.83 million. Combine this with estimated railway abandonment which will increase costs to municipalities of \$1.77 million and on provincial highways of \$2.28 million for a grand total of \$9.88 million. Consequently, if you add to this higher freight rates, variable rates and the development of large inland terminals, the costs become astronomical. An additional yearly cost of \$55 million for maintenance and \$165.3 million for construction for a total of \$220.3 million at today's level of production. With an estimated 50% increase in future production that figure will rise to \$330.5 million yearly increase.

If we relate these two sets of figures back to the farm gate, the \$9.88 million which reflects a general increase of production under our present delivery system, would place an additional cost of \$165 per farm. But when you take the second scenario which relates to variable rates and inland terminal system, the average farm increased costs would be \$3,670 per farm. These two scenarios relate the magnitude of expenditures if calculated to per farm unit only but in reality are shared by municipal and provincial taxpayers.

Another factor to consider in the variable rate scenario would be the closing of a large number of elevators and a rebuilding of larger terminals. This places an additional cost on producers to provide this service. He will lose money he has spent in the present elevator system and would be required to expend more in building new facilities in the form of inland terminals, construction on a vast magnitude.

Also the loss of many elevators at smaller centres could cause the demise of that community due to the loss of business. The whole fabric of rural, small town Saskatchewan would change.

So in summary, variable rates would have a detrimental effect on farmers financially, which in turn would have a detrimental effect on the surrounding business community and on the manufacturing sector of our country as well. Harmful not only to farmers but the whole country.

In conclusion, I believe we can best summarize our concerns as this. It has been shown in the past that a healthy agriculture reflects a healthy economy for the whole country so any deterrent to agriculture will be felt by the whole country. Variable rates or railway incentives is one of these deterrents.

Farm Income

We wish to point out what is happening to farm income.

Saskatchewan average net farm income in 1981 was \$16,900, Saskatchewan average net farm income in 1982 was \$13,900, 18% lower. Saskatchewan average net farm income in 1983 is projected to be \$11,900, down 20% from the previous year.

We find this figure is comparable to the lowest paid worker with no investment.

The realized farm price from farm records at Holbein, Saskatchewan, are detailed in the attached graphs for the last 10 years pointing out that the price for No. 2 red wheat is about the same price in 1982/83 as it was in 1973/74.

The realized farm price for No. 1 feed barley at Holbein, Saskatchewan, is \$15.00 tonne lower in 1982/83 than it was in 1973/74, hardly an inflated price.

The cost of farm inputs over the same period have increased dramatically as detailed in the attached graphs and shows: in 1983 diesel fuel costs are 532% higher than 1973; in 1983 fertilizer costs are 245% higher than 1973; in 1983 avadex (herbicide) costs 100% more than in 1973; in 1983 100 horsepower tractor costs 526% more than in 1973.

The above facts show that farmers are unable to accept additional increases in costs and maintain a viable business operation.

We find the present proposal for freight rate increases to the farmer does not take into account the realized net income of farmers.

It would appear to us that you as a government are guaranteeing the railroads a profit with a built-in 20.5% return on investment and at the same time having no concern for farm income.

We have five graphs attached to the back of this brief taken from a farmer's records living at Holbein, Saskatchewan.

If Pepin's plan was implemented as suggested, the extra cost would bankrupt many farmers in western Canada.

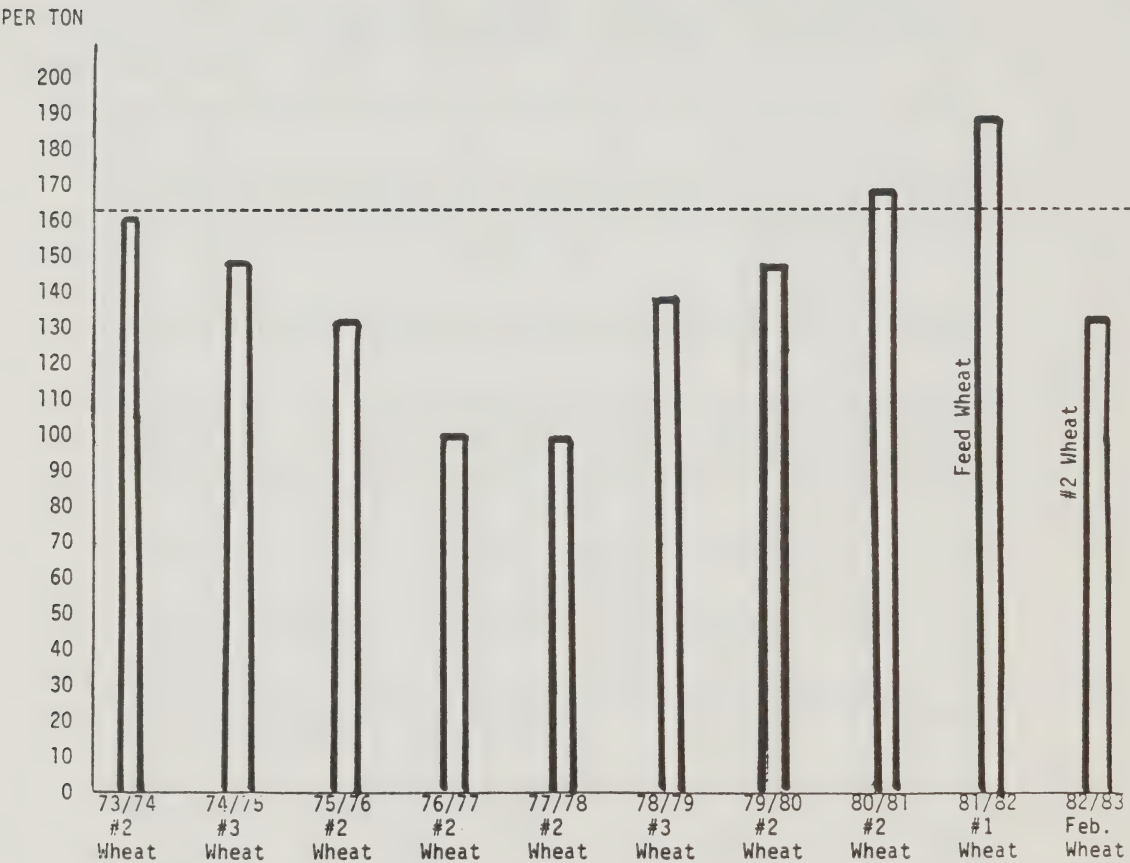
Conclusion

We hope this has set forth for you the concerns of farmers in this area of the province. We feel sure they are concerns of farmers throughout most Saskatchewan as well.

We look forward to a continued dialogue on any changes or developments in a national transportation policy that will not only serve Canada efficiently and well, but will also guarantee the rights of the western farmer with a price tag that won't force bankruptcy on the farmers of western Canada.

WHEAT

<u>1982-3</u>	<u>1981-2</u>	<u>1980-1</u>	<u>1979-0</u>	<u>1978-9</u>	<u>1977-8</u>	<u>1976-7</u>	<u>1975-6</u>
\$133.90	\$187.70	\$167.60	\$148.80	\$139.60	\$99.10	\$100.20	\$131.00
<u>1974-5</u>	<u>1973-4</u>						
\$148.00	\$160.75						

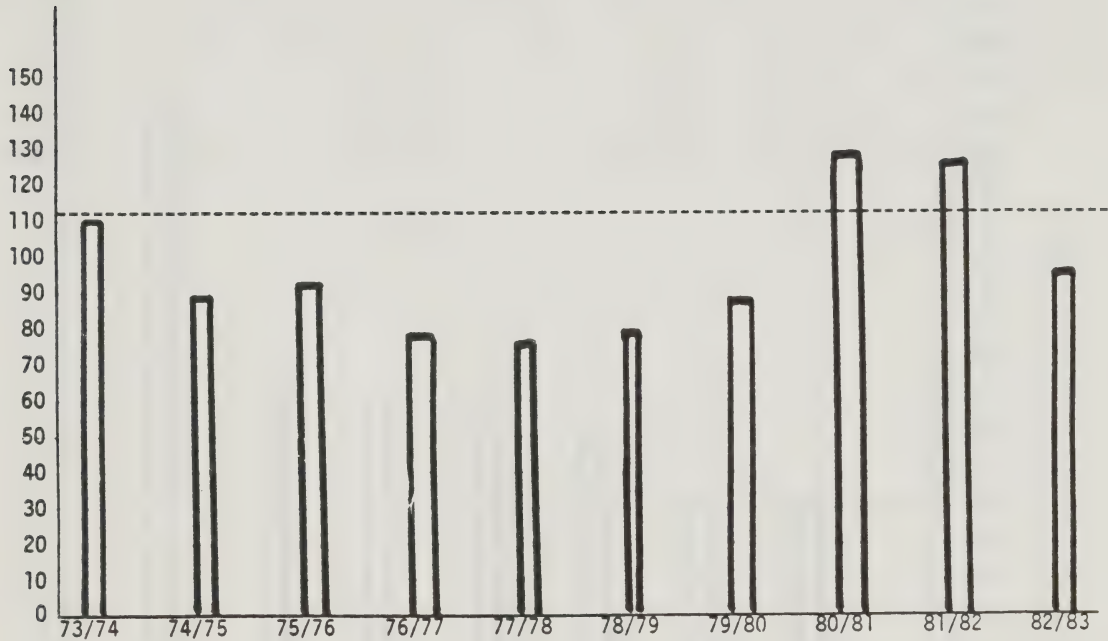


Farm realized prices at Holbein, Saskatchewan

H.S.F.

BARLEY

<u>1982-83</u>	<u>1981-82</u>	<u>1980-81</u>	<u>1979-80</u>	<u>1978-79</u>	<u>1977-78</u>	<u>1977-76</u>
\$96.25	\$126.30	\$129.30	\$88.50	\$79.30	\$77.10	\$78.90
<u>1975-76</u>	<u>1974-75</u>	<u>1973-74</u>				
\$93.60	\$89.50	\$111.00				

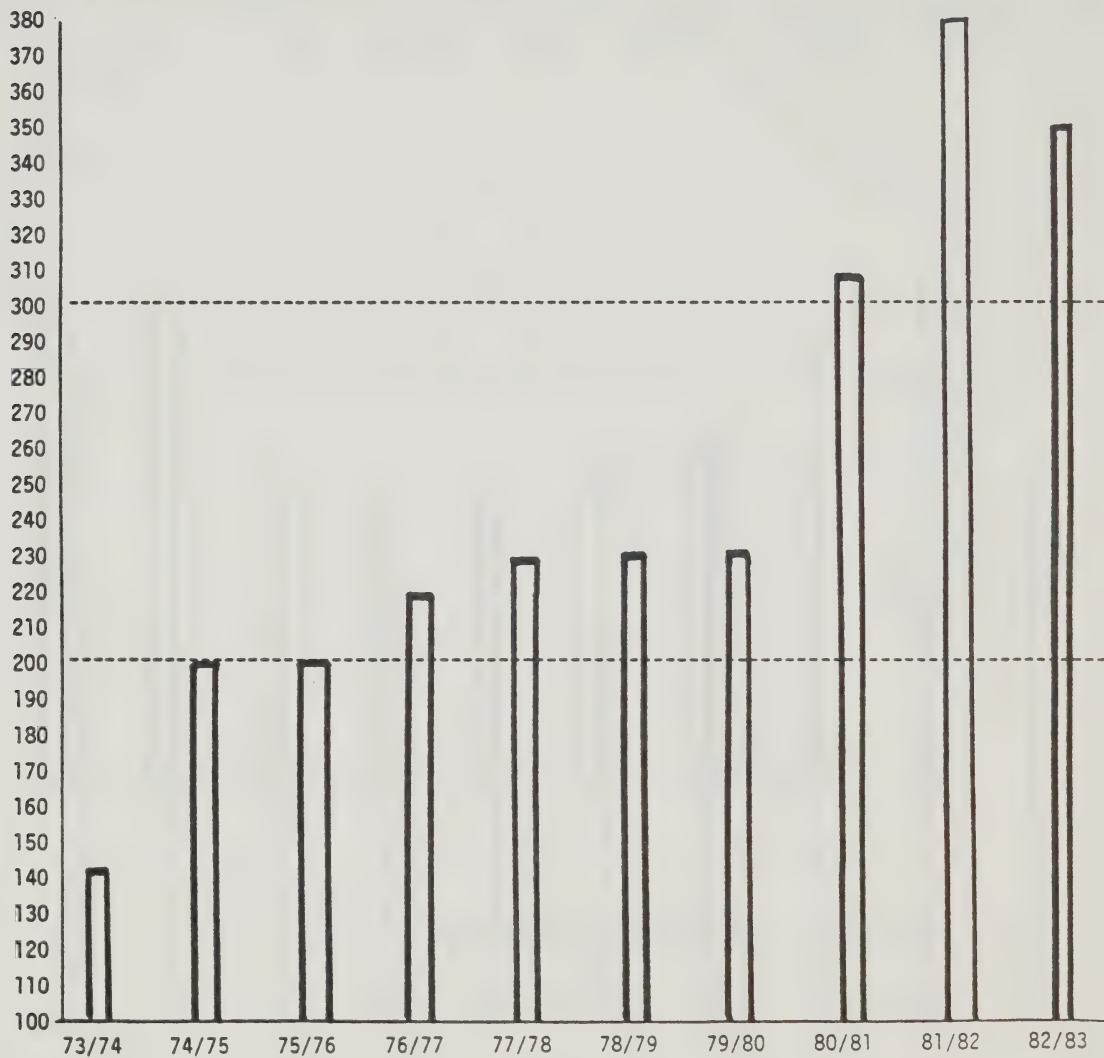


Farm realized price at Holbein, Saskatchewan

H.S.F.

FERTILIZER - METRIC TONNE

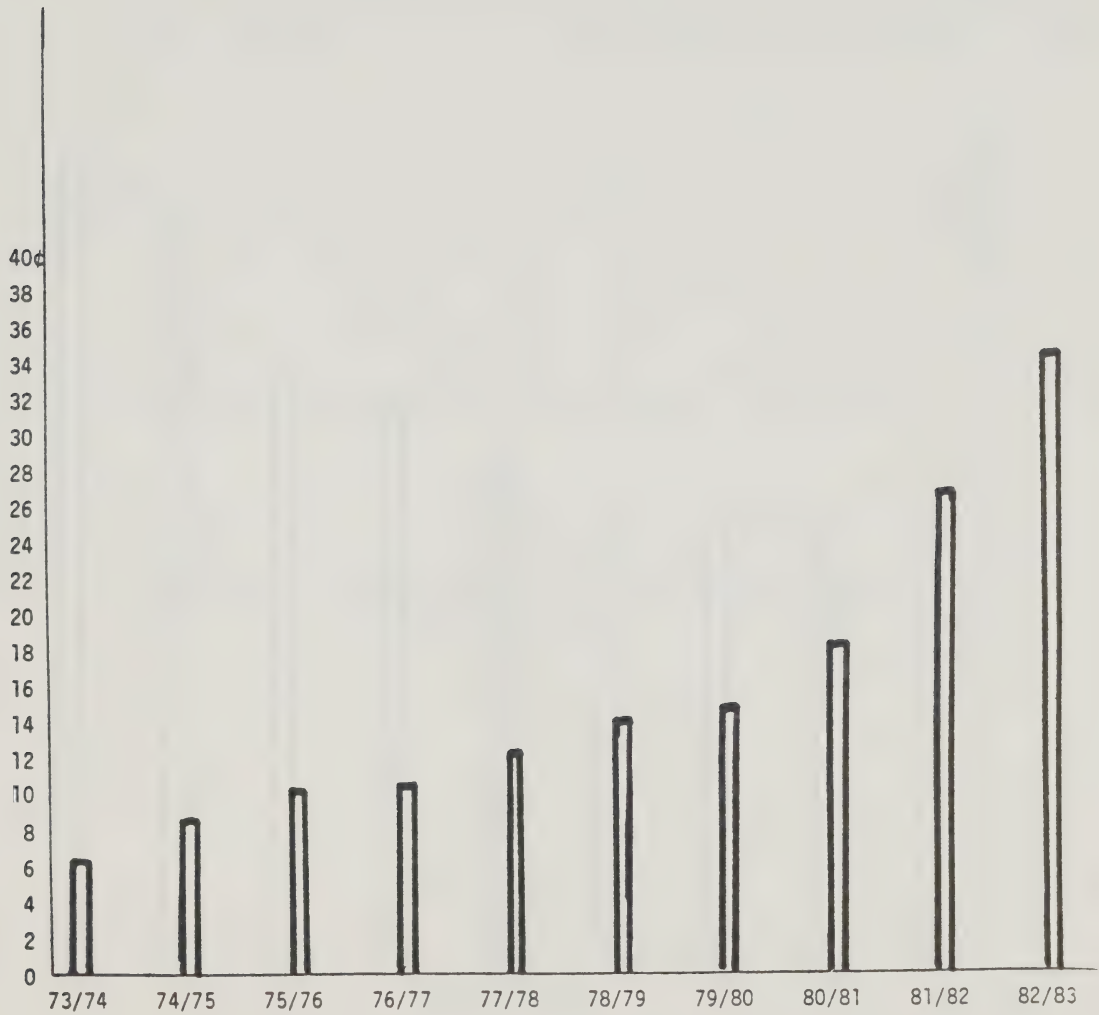
<u>1982-83</u>	<u>1982-81</u>	<u>1981-80</u>	<u>1980-79</u>	<u>1979-78</u>	<u>1978-77</u>
\$351.10	\$381.00	\$308.00	\$232.00	\$232.00	\$230.00
<u>1977-76</u>	<u>1976-75</u>	<u>1975-74</u>	<u>1974-73</u>		
\$220.00	\$200.00	\$200.00	\$143.00		



H.S.F.

DIESEL FUEL PER LITRE

<u>1982-83</u>	<u>1982-81</u>	<u>1981-80</u>	<u>1980-79</u>	<u>1979-78</u>	<u>1978-77</u>
34.6¢	27.5¢	18.6¢	15.0¢	14.4¢	12.25¢
<u>1977-76</u>	<u>1976-75</u>	<u>1975-74</u>	<u>1974-73</u>		
10.6¢	10.3¢	8.5¢	6.5¢		

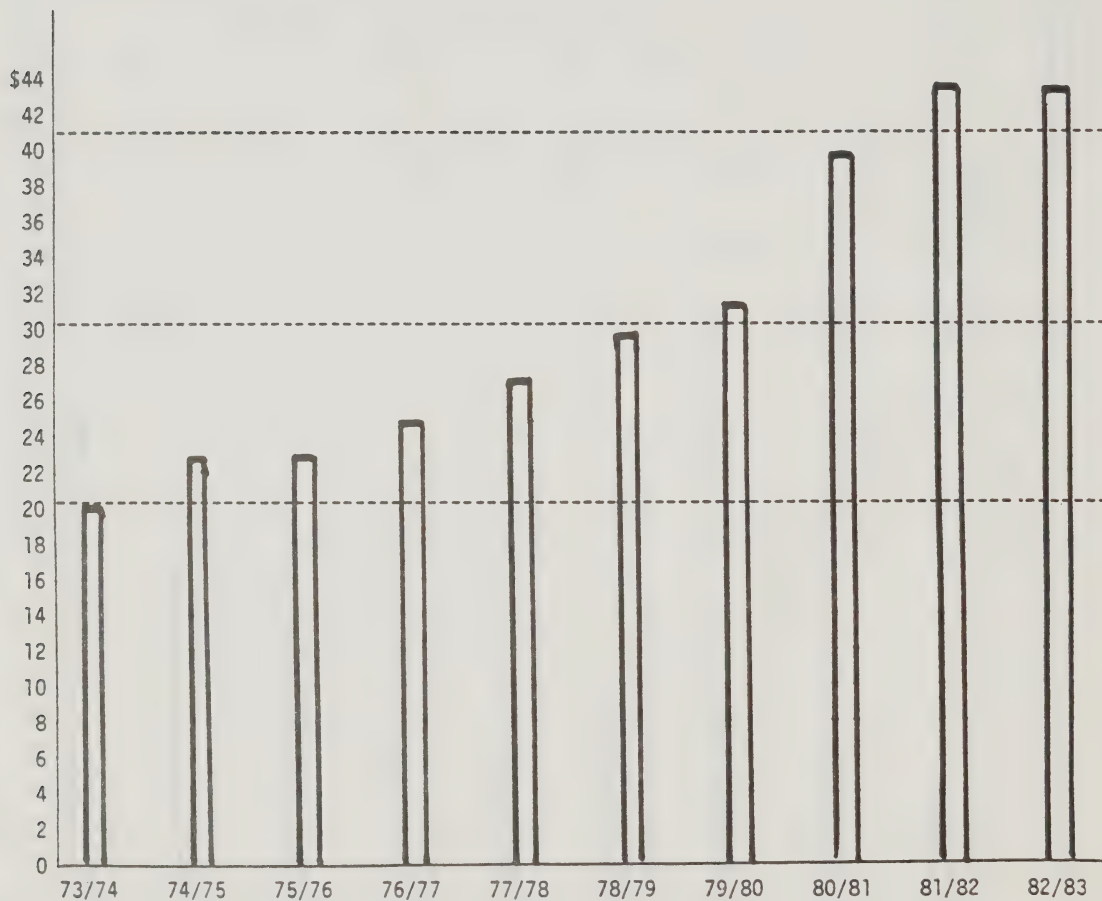


H.S.F.

AVADEX (HERBICIDE)

(Bag of Granular Avadex)

<u>1982-83</u>	<u>1982-81</u>	<u>1981-80</u>	<u>1980-79</u>	<u>1979-78</u>	<u>1978-77</u>
\$42.50	\$43.00	\$39.50	\$31.00	\$29.50	\$27.00
<u>1977-76</u>	<u>1976-75</u>	<u>1975-74</u>	<u>1974-73</u>		
\$25.65	\$23.00	\$23.25	\$21.00		



H.S.F.

APPENDIX "TRPT-294"

S U B M I S S I O N

TO

THE HOUSE OF COMMONS STANDING COMMITTEE
ON TRANSPORT

BY

GEORGE TKACH

AND

COMMITTEE

AUGUST 11, 1983

TABLE OF CONTENTS

INTRODUCTION

THE PROBLEM OF BILL C-155

VISUAL, GRAPHIC DISPLAY TO BE MADE BY TOM HOWLAND

PROPOSAL FOR RESOLUTION

INTRODUCTION

Mr. Chairman and members of the Committee.

On behalf of my people and myself, we wish to thank you for your personal time and effort in travelling through Canada, during what is normally a summer vacation period, and often times, taking a great deal of flack from the various submissions made, as if you yourself were to blame for everything that has happened.

Sadly, the only hope that we seem to have is to tell you what we think and what we feel about this proposed Bill C 155 and hope that you can pass that message on.

I must frankly say, that when this inquiry was proposed, I suspected that it was simply another show biz project which was carefully set to follow our Regina Exhibition which closed last weekend.

However, when I look around and see all of the logistics, the bodies, the attention of your Committee, I get the feeling that maybe, just maybe, when you go back to Ottawa, you will really tell it like it is.

This may be your big chance to really say what has to be said and hopefully, something will be done.

THE PROBLEM OF BILL C-155

When you consider what the farmer-producer does with that one little kernel to produce millions and millions of bushels of grain, quite often by himself and his family, with a little help from mother nature, which also turns on him on occasion with its drought, frost and insects.

And then this so-called dumb farmer delivers these millions of bushels to the country elevator, again, with very little help or appreciation of his problems. But he gets the job done.

And then, Mr. Chairman, when you consider that from that point on, you have the unlimited human and material resources of the Government of Canada through the Wheat Board and the grain commissioners, through the railways, both the C.N. and the C.P., and the great grain companies, the powerful combination of all this great management talent and computerized equipment, trying to cope with the connecting link of getting that bushel of grain from the country elevator loaded onto a waiting ship for export, it is hard for me to sympathize and visualize that Bill C-155 is a statute designed to get that farmer-producer to put in more of his effort, particularly money, into solving their problems.

Has anyone considered, that maybe, that is not the responsibility of the farmer-producer?

Has anyone considered that maybe that 6 cents per bushel, or whatever great complex formula will be utilized, will not solve the problem of grain transportation? Maybe, just maybe, some of the fault may lie in the railway transportation system itself. Just as that dumb farmer no longer uses the 2 furrow gang plow pulled by a couple of horses, like they did in the 1920's.

Maybe, it is time for the railways and the grain companies to look at their method of operation. How have they modernized their method and equipment from that as existed 50 years ago?

The only innovation that I can see, is the grain hopper cars everybody seems to have provided for them, but the process is still nullified, because interspersed with the hopper cars are the same old boxcars which they still manually unload.

It is clear, that the grain transportation system has not maintained the same modernization as that farmer-producer has.

Whereas the farmer-producer is able to increase the production, the system is falling behind. The poor planning and bad management have produced the dismal failure and the bumbling and fumbling that we see going on.

As one of the submissions made yesterday said, when the Canadian economy gets going again (and that will be after the American economy takes an upturn), the demand and stress on rail transportation will make grain shipment even a lesser priority. It will take more than 6 cents a bushel or even 75 cents a bushel to get that bushel of grain from the country elevator to that boat sailing for Japan.

To show the gross mismanagement of shipping our grain to the Vancouver port, I would like to call on a member of our committee, Mr. Tom Howland, to give you a very brief graphic illustration.

Mr. Howland, is a local businessman, a sometime farmer, who arranges and conducts the farmer tours of grain shipping facilities on the west coast of Canada, as well as the United States. It is regretted, Mr. Chairman, that I am only restricting him to make two very brief illustrations. If time permitted, and Mr. Howland was allowed to give his usual slide and talk presentation of about an hour, I am certain this Committee would immediately adjourn and head back to Ottawa.

Mr. Howland will demonstrate firstly, the routing of the railway system in the western British Columbia area, and secondly, through the city of Vancouver. It will make you wonder.

Mr. Howland.

PROPOSAL FOR RESOLUTION

What is the solution? Is Bill C-155 the miracle that we have been waiting for to deliver the grain industry from the headlong collision course of the rail transportation problem?

is
The answer/like using a bandaid to treat a triple by-pass heart operation.

Can we, by giving 6 cents a bushel more to the C.N.R. and the C.P.R., really cure what has been slipping and sliding for the last 50 years? Are the railway companies really interested in the grain trade?

Are they not just a little too interested in the more glamorous and lucrative businesses? For example, running cruise ships and hotels.

Or how about real estate, building those needles and lounges like they have overlooking Calgary?

Or how about those industries like they show on the t.v. advertising during the C.F.L. football games? The guy wandering around the lumberyard and chasing a roll of toilet paper. You certainly don't see any old-fashioned grain boxcars shuttled on and off a one-way pier in Vancouver. Or, are they too busy buying up the defunct U.S. railways like the Milwaukee Central? Just think of the executive trips down to the United States and a chance to show the Americans how we run things. For example, we could show them how to increase their railway shipments turn-around time to Tacoma and Seattle of their nine days a little closer to our turn-around time of 33 days to Vancouver.

No, Mr. Chairman, it is like sending a fox into the henhouse to straighten out the fuss that the chickens are causing.

The Government of Canada must take a bold, new step. They must save the railway companies from, what they say, is a bankrupt and thankless job of trying to move the grain.

Obviously, they cannot do it.

This Committee should seriously consider the possible recommendation of the Government of Canada that a completely new railway transport system for Canada operated and dedicated to facilitate railway transportation as necessary. Not run as a sideline to some other primary business, not run as a government civil service department, but, an absolutely new, independent combination of a private/public rail transport corporation that acquires and operates all of the capital and rolling stock of the two major railways, as well as the other private and provincial railway systems in Canada.

I am not going to dwell as to the organization and ownership. Sufficient to say that such a corporation ownership and share privileges should be extended first to the people who will work and operate the railways, secondly to the businesses and industries that depend on the railways and thereafter, all of the people of Canada should have an opportunity to participate in such a corporation. I do not mean indirectly through their government, but more directly through their own private and personal investment.

In closing, Mr. Chairman, I urge, and I challenge, you and the members of your Committee, to take that first step in reorganizing and re-dedicating the railway system of Canada to its original and primary purpose, to bind and serve the people of Canada.

G. F. H. H. H.
L. L. L.

APPENDIX ' 'TRPT-295' '

TOWN OF SHELLBROOK

OFFICE OF THE TOWN CLERK

P.O. BOX 40,
SHELLBROOK, SASK.
S0J 2E0

July 13, 1983

Maurice Dionne, M. P.
Chairman, Transport Committee
Room 261, West Block
House of Commons
OTTAWA, Ontario
K1A 0A6

Dear Sir:

Please be advised that the Town of Shellbrook opposes any change to the Statutory Crow rate as it exists today. If the rate were to be changed to that proposed by Gilson the Town could lose as much as a million dollars on retail sales. A decrease of this magnitude would put many businesses on the verge of bankruptcy and would certainly lead to more unemployment. A million dollars in trade volume is very significant to a town of 1200 population.

Personally it amazes us to see that the Government is even considering increases in the freight rates when so much was given to the railroads as incentives to build the rail lines. If they had maintained these millions of dollars worth of assets and rented them out at going rates they would not need to be demanding increases in the freight rate. However at the time they disposed of their vast tracts of land they must have felt that it did not cost them anything so it was not of any value.

We also feel very strongly that the revenue from the mineral rights which the railroads maintained as well as revenue from all other sources should be declared on their financial statements before the Federal Government gives them any subsidies toward the transportation of grain.

Yours truly,

(Original signed by)

K.G. Danger
Town Clerk

KGD/as

APPENDIX ' 'TRPT-296' '

V I L L A G E O F R Y C R O F T

INDUSTRIAL AND COMMERCIAL

DEVELOPMENT COMMISSION

BRIEF TO THE FEDERAL TRANSPORT COMMITTEE RE: BILL C-155 - WESTERN
GRAIN TRANSPORTATION ACT

Whereas the changes proposed by Bill C-155 could and would have a negative deleterious effect on the farmers in the Rycroft, Alberta area, and

Whereas the Village of Rycroft is in the midst of, and dependent upon, the fortunes of agriculture, and

Whereas the proposed changes to the historic Crow rates would by 1990, rob the users of this delivery point to the tune of approximately \$1,130,000.00 based on present deliveries, and

Whereas this then would reduce the purchasing power of farmers by an extra million dollars, and

Whereas the proposed changes would also remove \$1,400,000.00 from the pockets of the farmers from the Spirit River delivery point and \$900,000.00 from the farmers delivering to Wanham, and

Whereas this would reduce the purchasing power of the farmers of our trading area, and have a devastating effect on the businesses herein, and

Whereas the combined farmers' losses at five delivery points in the Central Peace, through the proposed changes would amount to five million dollars, which would have a serious negative effect on an area which has an already low tax base, and

Whereas our Village Council of the Village of Rycroft see nothing short of the complete ruin of not only our farming industry and therefore our small businesses which, of course, are practically wholly dependent upon the farm dollar, and

Whereas this would not lead only to farm bankruptcies but to bankruptcies of our Village businesses, and therefore also to the bankruptcy of our Village.

Therefore, we urge the Minister of Transport and the Government of Canada to retain the Crow Rate with no increases, and we further urge that other cereals

and oilseeds as well as grass seeds which have come into production since the writing and passing of the historic Crow statute to be the same.

And further we urge the development of some type of feed freight assistance to the livestock producers of Canada that would provide them with some equality in that major input cost without their needing to depend upon their neighbor, the grain producer to sell at a loss to subsidize them,

And further that any monies paid to railways be based on proven shortfall and be paid directly to railways, and

Further we urge that share equity be retained on behalf of the Canadian people for every dollar of grant funding of capital projects.

This resolution is put forth by the Village of Rycroft Council on behalf of the people of Rycroft and area and Canadians in general.

(Original signed by)

Alvin Lazoruk, Mayor

(Original signed by)

John Hemmingway, Councillor

(Original signed by)

Glen Evans, Councillor

(Original signed by)

Harold Waldner, Councillor

(Original signed by)

George Lazoruk, Councillor

APPENDIX "TRPT-297"

Saskatchewan Wheat Pool

HEAD OFFICE
2625 Victoria Avenue, Regina, Saskatchewan, Canada S4P 2Y6
Telephone (306) 569-4411 Telex 071-2284 TWX 610-721-1340

July 20, 1983

Mr. Allan Beach, Chairman
Weyburn Sask. Wheat Pool Committee
Box 640
WEYBURN, Saskatchewan
S4H 2K7
Telephone 842-5544

The Honorable
Maurice A. Dionne
Chairman- Standing Committee on Transportation
House of Commons
OTTAWA, Ontario

This Brief is submitted on behalf of the Sask. Wheat Pool Committee and membership of Weyburn, Sask.
We wish to comment on a few areas that concern us primarily and not on all aspects of Bill C-155.

1) Subsidy Payments directly to Railroad

We want to concur with the Government decision to pay all Subsidies directly to the Railroad. We feel that any monies paid to producers in acreage payments or otherwise would be viewed as agricultural payments and not Transportation payments. Such payments to relatively a few farmers would be politically vulnerable by Public pressure from other parts of Canada.

The Government, by direct payments to the Railroad can effectively monitor Railway performance and ensure that the system is being maintained and upgraded.

Many modes of transportation are subsidized in Canada and we feel the Railroad system, through direct payments to the Railroad, should continue for the overall national interest.

2) Rate Structure

We feel the new rate structure must clearly prohibit the use of Variable or incentive rates by the Railroad. The only variance in the rates should be distance related. The introduction of variables could lead to a massive consolidation of the grain delivery system to main line locations only. This could mean significant transfer of additional costs to producers through, 1) upkeep and/or rebuilding of road systems. 2) Upkeep and/or new trucking equipment. 3) fuel costs. 4) Rebuilding of larger elevator facilities. 5) Loss of present system which was paid for by producers. Sask. Wheat Pool, which is producer owned, has spent about \$135 million itself over the last 9 years, upgrading facilities at over 200 country points.

3) The Bill Suggests Producers Will Pay Entire Costs of Shipments in Excess of 31.1 M tonnes.

We feel the cap of 31.1 M tonnes will act as a disincentive towards production. Instead of being rewarded for productivity, we are being penalized. The entire country benefits from increased grain sales and therefore, should share in the transportation costs. (As costs rise to producers, through grain freight rates, they may move away from lower priced grains to maximize the returns, thus endangering feed supplies and exports into the feed market.)

The principle of statutory freight rate production and Government transportation support for all western grain movement has been, and must continue to be, part of a historical accord between the Federal Government and the Prairie Region.

4) The Bill Suggests the Establishment of a New Grain Transportation Agency with Responsibilities for Railway Performance Guarantees, Car Allocation and Identifying Measures to Increase Grain Transportation Efficiency.

We feel that this Agency must not be allowed to interfere with the present selling authority and responsibility of the Canadian Wheat Board as the Central Selling Agency. The producers of Canada fought long and hard to bring some order to the selling of their product and we feel any reduction or interference would be a step back in time. Most countries today have either single desk selling or buying. Our information suggests that buying countries prefer this method of dealing and therefore, interference with the Canadian Wheat Board could endanger further relationships with importing countries.

5) Increasing Costs to Producers

This area is of real concern to the producers. There is no relationship between costs of production and the world price producers receive. The world price is basically set in the U.S. as they are the major supplier and except for minor exceptions the Canadian selling price must be similar. Therefore, if costs increase, as in freight rates for example, this cost cannot be passed on. Using figures from The Honorable Mr. Pepin's statement of Feb. 1/83, the following cost increases can be assumed.

Average Farmer in the Weyburn Area	-	400 tonnes	
Freight rate today	\$4.89/tonnes	\$1956	
1985-86	9.34/tonne	3736	(+\$1780)
1988-89	19.51/tonne	7804	(+\$5848)
1992-93	31.05/tonne	12,420	(+\$10,464)

Therefore, we concur with the concept of a limit in relationship to Farm Gate Price and Freight Rates

Respectfully submitted

A. Allen Beach

I - DOCUMENTS SOUMIS PAR DES PARTICULIERS

APPENDICE "TRPT-232"

Neepawa (Manitoba)

Le 25 juillet 1983

Madame Santosh Sirpaul
Greffier
Comité permanent des transports

Madame,

Je veux par la présente signaler que je tiens à ce que le tarif du Nid-de-Corbeau demeure le même. Je crois qu'il est juste et équitable et qu'en plus il n'est pas négociable.

En 1948, la Commission Macpherson a recommandé de permettre au C.P. de diviser ses vastes propriétés. Le gouvernement du jour a alors adopté une loi habilitante et l'hypocrisie de cet acte est impossible à décrire.

Si le tarif du Nid-de-Corbeau devait être modifié, ses répercussions sur les petits agriculteurs, les villages et les villes seraient très marquées. Le C.P. doit au moins 1 million de dollars en impôts différés. Aucun intérêt n'est versé sur cette concession faite par le secteur privé et en plus ces impôts sont probablement impossibles à voir.

Avec tous ces impôts, plus les dons de terres, les prêts et les énormes subventions et le matériel ferroviaire, cela veut dire en réalité que les Canadiens ont une part considérable dans le C.P. Le fait que ces avantages aient échoué aux actionnaires du C.P. est l'un des actes les plus outrageux jamais perpétrés contre les citoyens du Canada.

Le C.N. n'est pas non plus exempt de tout blâme. Il est de collusion avec le C.P. qui a tout fait pour permettre cette situation désastreuse que moi, en tant qu'agriculteur, et les gens de l'Ouest du Canada devons endurer.

Veuillez agréer, Madame, l'expressions de mes sentiments distingués.

Ross J. Bavy
C.P. 125
Neepawa (Manitoba)
RoJ 1H0

APPENDICE «TRPT-233»

Fort St-John (C.-B.)

Le 9 août 1983

Au MINISTRE DES TRANSPORTS

MONSIEUR,

Je vous écris au sujet des modifications proposées au tarif du Pas-du-Nid-de-Corbeau.

Ma ferme est à une distance de 45 milles de tout point de livraison de l'élévateur et l'expédition du blé me coûte 30 cents le boisseau et celle de l'orge 25 cents.

Si les modifications proposées au tarif sont adoptées, je devrai payer 65 cents le boisseau pour expédier mon blé. Au prix actuel du blé, il ne me restera que 3,35 \$ le boisseau pour couvrir les frais de production et pour vivre.

Ce n'est pas suffisant pour moi parce que la production du blé dans cette région du Canada revient à 3 \$ le boisseau, et si je devais faire pousser de l'orge, je perdrais 1,60 \$ le boisseau étant donné le prix que nous recevons actuellement pour cette denrée.

À cause du tarif du Pas-du-Nid-de-Corbeau, je devrai vendre ma ferme; je n'accepterai jamais perdre ce que j'y ai investi.

R.H. Bell

APPENDICE "TRPT-234"

MEMOIRE PRESENTE AU COMITE DES TRANSPORTS DE LA CHAMBRE
DES COMMUNES SUR LE PROJET DE LOI C-155

Ayant participé pendant quatre jours aux audiences tenues par le Comité des transports sur le tarif du Nid-de-Corbeau à Regina, je sollicite la permission de présenter les vues suivantes au Comité.

Le projet de loi C-155 constitue la question la plus importante à laquelle l'Ouest canadien et, à plus d'un égard, le Canada tout entier, doit faire face depuis la Confédération. Les chemins de fer ont été construits pour unifier le Canada et non pour le diviser. Aucun projet de loi n'a jamais suscité autant de dissensions parmi les Canadiens et les producteurs alimentaires. Sirs John A. MacDonald et Wilfrid Laurier se retourneraient dans leur tombe s'ils savaient comment le projet de loi C-155 divise le pays. Il n'est pas nécessaire qu'il en soit ainsi et je crois qu'on pourrait résoudre le problème avec un peu de réalisme puisque le réseau de chemins de fer canadien pourrait être l'un des meilleurs au monde.

Des agriculteurs ont quitté leurs récoltes et leurs champs de blé pour venir présenter leurs vues au Comité lors de ces audiences. Dans certains cas, leurs récoltes ont été détruites par la grêle pendant qu'ils s'y trouvaient. Etant donné les risques inhérents à l'agriculture, nous ne voyons pas pourquoi nous devrions être privés de nos droits statutaires et être contraints de payer des coûts de transport beaucoup plus élevés. Nous nous demandons si les travailleurs aimeraient signer des contrats sans date d'échéance sans savoir ce qu'ils recevront dans cinq ou douze mois. La situation est encore pire lorsque tout semble indiquer que le revenu des agriculteurs diminuera au lieu d'augmenter.

La frustration des agriculteurs est grande et ils ont peur de l'avenir. L'esprit qui a animé nos ancêtres dans leur bataille pour la survie, le sens de l'appartenance à une même collectivité, le plaisir qu'ont les familles à s'entraider et l'esprit qui s'est créé dans ce pays dans la courte période de cent ans sont menacés.

Le projet de loi C-155 me fait penser que le gouvernement fédéral oublie que les personnes constituent notre plus grande ressource naturelle.

Les agriculteurs ont acquis une grande compétence dans la production d'un blé qui a une renommée internationale. Un grand nombre de citoyens de mérite ont grandi sur les fermes du Canada et sont devenus des chefs de file dans de nombreux domaines.

Des familles ont travaillé ensemble à bâtir ce qu'on appelle la ferme familiale qui est le fondement des petites villes de 300 à 600 habitants qui possèdent des écoles, des hôpitaux, des centres médicaux, des foyers pour personnes âgées et un mode de vie ne peut être comparé à celui des habitants d'aucune autre partie du Canada. Le projet de loi C-155 entraînera la vente de fermes familiales à de grandes sociétés possédant la machinerie la plus moderne et la plus coûteuse. Ceux qui occuperaient des emplois dans le domaine agricole viendront grossir le nombre des assistés sociaux dans les villes. Nous savons tous quelles sont les conséquences que cela entraîne.

Je reproche au projet de loi C-155 de supprimer le droit de subventionner adéquatement le transport des céréales. Tous les pays qui sont nos concurrents subventionnent grassement leur système de transport. Il est injuste de se décharger sur les agriculteurs du fardeau que constitue le système de transport. Je rappelle aux gens du Canada central que chaque miche de pain est subventionnée par le producteur de céréales de l'Ouest à raison de cinq à sept sous la miche. Nous ne comprenons pas pourquoi vous voulez supprimer ce droit juridique et priver le producteur de céréales de l'Ouest de son gagne-pain en abrogeant le tarif du Nid-de-Corbeau.

Certains de ceux qui appuient le projet de loi C-155 sont en faveur du transport par camion sur de longues distances. Ayant été conseiller municipal pendant vingt-quatre ans, je sais combien l'utilisation de camions lourds peut détériorer le système routier. M. Roy Atkinson nous a présenté une carte montrant un système se composant de six silos à céréales en Saskatchewan. Ce système ruinerait non seulement les routes, mais le Saskatchewan Wheat Pool.

En 1925, le Saskatchewan Wheat Pool a été constitué pour protéger les producteurs de céréales qui devaient traiter avec des sociétés privées surtout intéressées à faire des profits. Nous possédons maintenant un système de silos à céréales qui ne nous coûte plus un sous et qui nous sert bien. R. B. Bennett et M. S. Gardiner ont

créé la Commission canadienne du blé en réponse aux pressions des agriculteurs insatisfaits de la façon dont ils étaient traités par les sociétés commerciales auxquelles ils devaient vendre leurs céréales. Le projet de loi C-155 menace l'existence même de la Commission canadienne du blé et du Saskatchewan Wheat Pool. La nomination d'un administrateur responsable uniquement devant le ministre des Transports nuira aux opérations de commercialisation de la Commission canadienne du blé.

De nombreux mémoires lus au cours des audiences faisaient mention du carnet de commande des chemins de fer et de son importance pour les opérations des agriculteurs. Ce carnet de commande a été mis à la disposition des producteurs lorsque les premières ententes ont été conclues. Le problème qui se pose est que de nombreux wagons sont chargés par les producteurs et envoyés à Fort William ou à Vancouver où ils doivent attendre au port parce qu'ils ne sont pas en demande, ce qui retarde l'envoi d'autres wagons pour lesquels il y a une demande.

On a souligné la situation désavantageuse dans laquelle se trouve le producteur de bétail. Il y aurait peut-être de bonnes raisons de subventionner le producteur de bétail, mais nous nous opposons à ce que cela soit fait au détriment du producteur de céréales. Les paiements doivent être versés aux chemins de fer ou ils peuvent être supprimés par le gouvernement en réponse aux critiques voulant que les agriculteurs reçoivent trop d'argent, mais ils ne pousseront pas les chemins de fer à être plus productifs.

Au cours des audiences, M. Mazinkowski nous a offert le choix entre le projet de loi C-155 et le statu quo. Le consensus ne s'est pas fait au sujet de la nécessité de supprimer le projet de loi C-155. Nous n'aimons même pas envisager la possibilité que le projet de loi C-155 puisse être adopté ou modifié. Comment peut-on modifier quelque chose qui n'a rien de bon?

Toute entreprise qu'il s'agisse d'une épicerie, d'une quincaillerie, d'une station de service, ou d'un cabinet de médecin ne peut pas survivre avec le statu quo. Il faut apporter des améliorations chaque jour et adopter les nouvelles pratiques et procédures. L'équipement et l'assiette de la chaussée doivent être réparés. Je ne pense pas que le statu quo profite à qui que ce soit.

Nous devons travailler tous ensemble à bâtir un système de transport qui nous servira pendant de nombreuses années. Des améliorations ont été apportées à ce système au cours des dix dernières années grâce à la collaboration des producteurs locaux, des sociétés céréalières, des chemins de fer et des gouvernements fédéral et provinciaux. On a transporté des quantités records de céréales. Les produits comme la potasse, le pétrole, le bois et le charbon sont aussi transportés par chemin de fer et les sociétés ferroviaires ont dans l'ensemble fait d'énormes profits.

Nous recommandons qu'une Commission soit nommée pour établir en collaboration avec la Commission canadienne des transports et d'autres usager des chemins de fer la façon de bâtir un système par lequel il sera possible de transporter toutes les céréales produites sans nuire aux intérêts des producteurs. La Commission recommanderait au gouvernement les améliorations à apporter au système tout en conservant le taux du Nid-du-Corbeau. La Commission obtiendrait la collaboration des sociétés ferroviaires, des coopératives de producteurs de blé, des syndicats, de la Commission canadienne du blé, des autres usager des chemins de fer ainsi que des gouvernements. Une personne du calibre de M. le juge Emmett Hall devrait présider la Commission canadienne des transports possède une expérience en ce qui touche aux méthodes comptables et aux coûts ferroviaires dont il faudrait profiter. Pendant que la Commission effectue ses travaux, les chemins de fer devraient être indemnisés de toute perte et on devrait exiger une preuve de leur productivité.

Nous prions le Comité de recommander le rejet du projet de loi C-155 et la création dans les plus brefs délais d'une Commission qui serait chargée d'obtenir la collaboration de tous.

Respectueusement soumis,

Donald T.J. Benson
Case postale 28
Raymore (Saskatchewan)
SOA 3J0

APPENDICE "TRPT-235"

Boite postale 607
Swan River (Manitoba)
Le 18 juillet 1983

Mlle Santosh Sirpaul
Pièce 514
180, rue Wellington
Chambre des communes
Ottawa (Ontario)
K1A 0A6

Madame,
Monsieur,

Le Comité du Swan River Pool désire présenter un mémoire à votre réunion sur les transports à Winnipeg le 4 août 1983.

Notre Comité a tenu une réunion publique le 22 février 1982 à laquelle 250 personnes étaient présentes.

Nous avons eu des orateurs invités de la Manitoba Pool Elevators, N.F.U. et du gouvernement du Manitoba.

Une résolution a été adoptée voulant que les accords du Nid-de-Corbeau ne soient pas modifiés.

1. Parce que les fermiers ne peuvent faire face à une augmentation des prix.
2. Les chemins de fer ont été compensés par des subventions sous forme de terrains, d'argent et de ressources.
3. Le grain ne constitue plus qu'un faible pourcentage de l'ensemble du trafic.

Veuillez agréer, Monsieur, mes salutations distinguées.

Donald E. Brown

APPENDICE «TRPT-236»

C.P. 1208

Swan River (Manitoba)

Le 16 juillet 1983

Audition du Comité des Transports

Messieurs,

Je tiens à vous dire que je suis convaincu que le tarif du Nid-de-Corbeau doit demeurer le même.

La raison première en est que les ressources naturelles et les terres que les sociétés ferroviaires, en particulier le Canadien Pacifique, ont reçues en échange des tarifs fixés par la loi ont été rémunératrices et le sont toujours énormément. En outre, les sociétés ferroviaires ont accepté cette entente globale et actuellement, le C.P. ne devrait pas être autorisé à séparer les recettes des sociétés ferroviaires des ressources dont elles proviennent.

Si des crédits doivent être affectés à l'accélération du transport ferroviaire, surtout dans les Rocheuses, une très faible part doit en être imputée au transport des céréales qui ne représente environ que 12% du trafic total et qui, en pourcentage, diminue constamment, les exportations de céréales étant le facteur important de notre balance commerciale et les agriculteurs ne représentent qu'un faible pourcentage de ceux qui tirent leur revenu des industries connexes à la production des céréales. De plus, même sans imposer un fardeau supplémentaire à l'agriculteur moyen, son revenu est moins élevé que la plupart des autres travailleurs des industries connexes.

Si le tarif de transport des céréales devait être augmenté de cinq fois le tarif actuel du Nid-de-Corbeau, l'économie des Prairies se verrait imposer un énorme fardeau. Pour acheminer les céréales chez-nous, dans la vallée de Swan River, cela signifierait pratiquement la fin de la production céréalière. Et cela serait encore pire si le tronçon qui relie la partie de Churchill et les installations ne sont pas améliorées pour permettre les wagons-trémies.

Si les sociétés ferroviaires ont besoin de plus d'argent, eh bien que le Trésor public leur en donne. Les agriculteurs et l'économie des Prairies ne peuvent se le permettre; ce n'est pas non plus leur responsabilité car ils font actuellement leur part dans l'économie canadienne.

Veuillez agréer, messieurs, l'expression de mes sentiments distingués.

J.K. Chegwin

C.P. 1208, Swan River (Manitoba)

ROL 120

APPENDICE "TRPT-237"

C.P. 253
Archerwill, Sask.
SOE OBO

le 16 juillet 1983

Monsieur Maurice Dionne, député
Président
Comité des transports
Chambre des communes
Ottawa (Ontario)

Monsieur le député,

Veuillez trouver ci-joint le mémoire que je désire présenter
au Comité des transports sur les modifications proposées au Nid-de-Corbeau.

Je tiens à vous remercier de l'attention que vous accorderez à
ce document et vous prie d'agréer, Monsieur, mes salutations distinguées.

Ken Folstad

Je tiens à vous informer que je m'oppose, et que je m'opposerai toujours catégoriquement à toute modification de la structure du Nid-de-Corbeau.

Je suis un petit agriculteur; je produis un peu de grains mais mon principal revenu provient de l'élevage de bétail.

Je suis d'avis que toute modification du Nid-de-Corbeau ne pourra que réduire mes chances de survie dans le monde très concurrentiel de l'élevage de bétail.

J'aimerais également préciser au Comité des transports que je ne suis pas d'accord avec la position adoptée par l'Association canadienne des éleveurs de bétail ou par la Saskatchewan Stock Growers' Association: je suis persuadé que des centaines et même des milliers de petits éleveurs de bétail partagent mon opinion.

Nous lisons dans les journaux ou entendons à la radio des rapports sur des fermes qui éprouvent des problèmes financiers.

Les rapports de ce genre sont de plus en plus fréquents.

Il n'est ni juste ni défendable de soutirer davantage d'argent aux agriculteurs pour financer l'amélioration des chemins de fer, mesure dont les autres entreprises et industries profiteront tout autant sinon plus que les agriculteurs eux-mêmes.

J'encourage fortement votre Comité à rejeter le plan Pépin pour le Nid-de-Corbeau et recommande que le tarif actuel pour l'expédition de grains ne soit jamais modifié.

Veuillez agréer, Monsieur le député, mes salutations distinguées.

Ken Folstad
C.P. 253
Archewill (Sask.)
S0E 0B0

APPENDICE «TRPT-238»

Notes portant sur un exposé de C.W. Gibbings devant le Comité permanent de l'agriculture

Comme certains d'entre vous le savent peut-être, je viens de quitter mon poste de commissaire de la Commission canadienne du blé. Ainsi, j'ai eu quelques mois pour prendre un peu de recul sur la situation de l'industrie céréalière.

Pendant ces quelques mois, j'ai essayé de suivre les progrès du projet de loi C-155. Cela n'a pas été difficile. Tous les journaux et postes de radio, sans parler de la presse locale et nationale, semblent regorger des dernières nouvelles sur le «Débat sur le Nid-de-Corbeau».

On connaît très bien mes propres vues sur le Nid-de-Corbeau, et ce ne sont pas quelques mois de retraite et mon nouveau rôle de simple observateur qui les ont modifiées. J'estime que le cultivateur de l'Ouest ne devrait pas payer un montant supérieur au tarif du Nid-de-Corbeau. Si on permet de modifier ce tarif, on ouvre la voie à des augmentations, et les cultivateurs n'auront aucune protection contre des augmentations ultérieures. Puisqu'à l'instar de ses collègues de l'étranger, le cultivateur du Canada est généralement mis en minorité lors d'élections, on estimera toujours qu'il ne paye pas suffisamment.

Pourquoi le gouvernement s'est-il engagé dans un débat aussi acrimonieux sur la prestation d'une aide à un groupe de personnes aussi important que les producteurs de céréales? D'une part, je crois que le gouvernement fournira cette année 783 millions de dollars à Via Rail, qui perd de l'argent parce que sa clientèle n'est pas suffisamment nombreuse. D'autre part, nous assistons à un débat national sur une dépense de 651 millions pour le réseau ferroviaire, parce que les gens veulent s'en servir pour transporter leurs céréales.

Je ne veux pas nécessairement ouvrir un débat sur la question de savoir qui devrait obtenir des fonds et qui ne devrait pas en obtenir, bien que je doive faire remarquer que, dans sa nouvelle politique industrielle, le gouvernement semble miser sur les secteurs gagnants, et leur offrir ensuite une aide. Les exportations des céréales des Prairies constituent certes un secteur gagnant pour le Canada, et elles justifient tout l'appui possible, particulièrement à la lumière de l'aide considérablement plus importante dont bénéficient les cultivateurs des pays qui concurrencent sérieusement le Canada. Si l'argent est rare, qu'on s'en serve pour miser sur les secteurs gagnants.

Je ne sais pas exactement ce qu'on entend par «l'écart du Nid-de-Corbeau». Les désaccords sur ce point semblent être nombreux. Toutefois, aux fins de la discussion, nous présumerons qu'il est en fait de 651 millions. Certes, cela représente un montant énorme, mais pas exagéré si on le compare aux dépenses globales du gouvernement. En fait, les dépenses totales de Transports Canada

s'élèveront à 1,3 milliards en 1983-1984. Je le répète, c'est un gros montant, mais il ne représente que quatre pour cent du budget total du gouvernement.

J'ai été étonné lorsque j'ai eu connaissance de ce chiffre. Si l'on pense que le Canada n'existerait pas sans un réseau de transport vaste et efficace, on ne saurait trouver exagéré que le gouvernement consacre dix ou vingt pour cent de l'argent des contribuables à un système qui permet aux Canadiens de demeurer unis.

Néanmoins, certains estiment que les cultivateurs canadiens devraient être traités différemment du reste de la population qui utilise les services de transport. Ces personnes ne paient pas le plein taux compensatoire lorsqu'elles se déplacent sur la route transcanadienne, montent à bord d'un avion ou d'un train et, autant que je sache, elles n'exigent pas de le payer.

Mais pour les producteurs de céréales, les choses sont censées être différentes. Certains nous disent qu'il serait davantage souhaitable que le cultivateur verse le plein taux compensatoire pour expédier ses céréales, et touche sa subvention du Nid-de-Corbeau directement sous forme de chèque, par courrier. On présume ainsi que le taux sera tellement élevé qu'en fait il dissuadera le cultivateur d'expédier ses céréales à l'extérieur du pays. Il les gardera plutôt au pays et s'en servira comme céréales fourragères. On ne nous dit pas qui achètera l'excédent de bétail, mais ce n'est qu'un détail. Bien entendu, à part la culture fourragère, il y a également la transformation des sous-produits. On ne nous dit pas non plus ce qui sera transformé, mais encore là, ce n'est qu'un détail.

On nous affirme en outre que ce système permettra de produire une plus grande quantité de récoltes spéciales. Or, l'an dernier, seulement environ un pour cent de la superficie cultivée de l'Ouest canadien a été consacré aux récoltes spéciales. Si la plupart de ces récoltes devaient augmenter dans une proportion allant jusqu'à 50 %, il n'y aurait tout simplement pas de marché pour les écouler et les prix baisseraient à un point tel que leur production ne serait pas rentable. Par exemple, les récoltes de graines pour canaris ont rapporté beaucoup à quelques producteurs exploitant de faibles superficies. Mais les canaris ne sont pas légion, et la plupart n'ont pas des appétits d'ogre.

Je suis peut-être un peu cynique, mais il faut reconnaître que les retombées économiques prévues par certains et découlant du remboursement éventuel du sont très vagues, et je comprends que même M. Gilson ait laissé entendre au cours des auditions que ces retombées ont été exagérées.

Ce qui est particulièrement déplorable dans ce débat, c'est la position excessive qu'adoptent ceux qui préconisent de rembourser le producteur. Ils accusent les groupes de producteurs de céréales de tenter de protéger leurs propres intérêts en préconisant de payer directement les sociétés ferroviaires, et font croire qu'ils sont guidés par l'altruisme, c'est-à-dire

par le désir de favoriser le développement économique de l'Ouest canadien. En fait, leur position n'a rien d'altruiste. La plupart d'entre eux ne sont pas des producteurs de céréales. Ils convoitent une partie des 651 millions, et ils savent qu'ils pourront l'obtenir si le paiement est versé aux producteurs. S'il est versé aux sociétés ferroviaires, il profitera à celui qui y a droit, c'est-à-dire au cultivateur qui a besoin d'aide pour acheminer ses céréales sur la route longue et difficile qui mène jusqu'aux marchés.

Bien entendu, nous devrions nous efforcer de favoriser la transformation des sous-produits dans l'Ouest canadien, voire de fournir une aide en ce sens, si besoin est. Mais soyons réalistes. Le meilleur exemple est peut-être l'industrie de la mouture dans l'Ouest canadien. La farine est transportée au tarif du Nid-de-Corbeau; ainsi les cultivateurs devraient être encouragés à produire de la mouture dans cette partie du pays. Mais cette industrie a pratiquement disparu, en grande partie parce que les clients de l'étranger ne désirent plus acheter de farine. Ils sont comme nous: ils ne veulent pas acheter de la farine en ensachée et du boeuf congelé. Ils veulent développer leur propre économie, et pour ce faire ils construisent leurs propres minoteries, leurs propres usines de broyage de graines oléagineuses et leurs propres industries fourragères. Ils importent des matières premières de pays comme le nôtre parce qu'ils ne peuvent pas les produire eux-mêmes. Soyons réalistes: nous ne pouvons pas nous attendre à ce que la situation change.

Là où je veux en venir, c'est qu'il faut par tous les moyens favoriser la transformation des sous-produits lorsque c'est raisonnable et qu'il existe un marché, mais pas aux dépens du producteur de céréales. La solution qui consiste à payer le producteur, où sa variation appelée communément liberté de choix, est une approche coercitive à un problème qui devrait être traité plus simplement. Qu'on laisse les producteurs et les exportateurs de céréales prendre de l'expansion et qu'on traite séparément les questions secondaires.

À cet égard, le gouvernement devrait sérieusement reconsidérer sa décision d'imposer un «plafond» sur les expéditions de grains qui sont supérieures à 31,1 millions de tonnes. En effet, les cultivateurs de l'Ouest ont expédié au cours de la deuxième campagne agricole environ 33 millions de tonnes de grains. Aux termes du projet de loi proposé, le transport de ces deux millions de tonnes supplémentaires leur aurait coûté au moins le tiers des frais déboursés pour expédier les 31 premières tonnes. Cette année, le prix des grains, en termes réels, a atteint son plus bas niveau depuis des décennies, de sorte que ces coûts auraient constitué un fardeau intolérable. Ce projet ne vise certainement pas à faire de l'industrie du transport des grains un secteur prospère. Ce «plafond» devrait être supprimé et il faudrait encourager les producteurs à accroître leurs exportations, et cela dans leur intérêt et celui de tous les Canadiens.

Je peux proposer au gouvernement un moyen modeste mais important de trouver les fonds dont il a besoin pour financer cet engagement supplémentaire. En effet, le gouvernement pourrait dissoudre l'Office du transport du grain, dont les coûts d'exploitation cette année s'élèvent à 1,7 millions de dollars.

Lorsque cet organisme a été mis sur pied en 1979, on avait établi «une disposition de temporarisation» qui prévoyait la dissolution de l'Office une fois qu'il serait jugé inutile. Je crois qu'il est temps pour le gouvernement de mettre cette disposition à exécution.

L'Office du transport du grain a été établi dans le but de corriger les injustices relevées dans la façon dont la Commission canadienne du blé affectait des wagons pour assurer le transport du grain qui n'est pas commercialisé par celle-ci. Nous savons maintenant que la Commission a été beaucoup trop généreuse dans sa distribution des wagons au cours de la période allant de 1977 à 1979, alors qu'il existait une pénurie de voitures. Quelques mois à peine après que l'Office a pris en charge ce processus d'affectation, le nombre de wagons a augmenté alors que la quantité de grain diminuait. Depuis le printemps de 1980, on trouve la plupart du temps suffisamment de wagons pour assurer le transport du grain non commercialisé par la Commission.

Toutefois, dans les deux années qui ont suivi la prise en charge, par l'Office du transport du grain, du système d'affectation des wagons, il y a eu beaucoup plus de problèmes et de désaccords que pendant les deux années qui ont précédé celle-ci, alors qu'il existait pénurie de wagons. L'Office a adopté toute une série de procédures d'affectation nouvelles qui étaient particulièrement embarrassantes pour les vendeurs de colza. On avait du grain, des wagons et des marchés, mais ceux qui vendaient du colza ne pouvaient obtenir suffisamment de wagons pour répondre à leurs besoins. L'Office du transport du grain s'est embourbé dans divers problèmes de commercialisation, comme celui du colza entrant dans le réseau de silos alors que son prix n'était pas fixé.

L'Office du transport du grain s'est donc retrouvé deux ans plus tard avec exactement le même système d'affectation fondé sur les ventes, que la Commission lui avait laissé. Mais cette période a permis de démontrer le genre de désaccords qui peuvent survenir lorsque l'Office du transport du grain se mêle de questions qui ne le concernent pas. Le fait que le prix du colza n'était pas fixé constituait peut-être un problème, mais il s'agissait d'un problème de commercialisation qui, en tant que tel, ne concernait pas l'Office du transport du grain.

Si la Commission canadienne du blé et d'autres intéressés, comme moi-même, vous présentent des mémoires de ce genre, c'est que nous ne voulons pas devoir faire face aux mêmes problèmes que créerait un Office du transport du grain, jouissant de pouvoirs plus étendus, en s'ingérant dans le secteur plus vaste et plus important de la commercialisation des grains mis en marché par la Commission canadienne du blé.

Comme le Comité se l'est déjà fait dire, il importe de ne pas dissocier le secteur des ventes de celui du transport des grains. La Commission canadienne du blé doit pouvoir assurer le transport de ses propres produits, sans quoi elle ne pourra respecter les engagements qu'elle a pris envers les producteurs de grains de l'Ouest ou leurs clients à l'étranger. Pour parvenir à

commercialiser ses produits, la Commission doit être en mesure de prendre des décisions sur les mouvements du grain au jour le jour, et même chaque heure. Il ne faut donc pas compromettre sa flexibilité.

De nombreuses raisons expliquent le succès de la Commission canadienne du blé. Parmi les plus importantes, d'après mon expérience, se trouve le fait qu'elle jouit d'une certaine indépendance. La Commission fonctionne comme une entreprise commerciale et s'occupe uniquement d'assurer le transport du grain entre les cultivateurs et leurs clients, chose que ceux-ci apprécient. La Commission ne subit pas l'influence de la politique économique ou de la politique étrangère sans cesse changeantes du gouvernement. Le fait de permettre que la politique du gouvernement empiète sur le secteur des grains comporte de nombreux pièges, comme on l'a clairement vu aux États-Unis.

Le débat entourant la question du Nid-de-Corbeau constitue un pas alarmant dans cette direction. Le gouvernement essaie, à tort, de régler un problème précis--le besoin d'accroître les exportations de grains--en proposant une solution vague qui, théoriquement, assurerait le développement économique d'autres secteurs. Nous avons, au sein de l'Office du transport du grain et de Transports Canada, diverses personnes dont les principes économiques abstraits leur font dire que l'industrie du grain a fait fausse route au cours des cent dernières années. Elles veulent placer le système de transport dans une certaine configuration et elles s'attendent à ce que les cultivateurs, les sociétés céréalières, la Commission canadienne du blé et nos clients s'y adaptent.

Je propose que nous procédions dans l'ordre inverse. Il faut laisser le réseau de transport évoluer à son propre rythme pour lui permettre de répondre aux besoins de ces clients. Il s'agit là d'une solution sensée du point de vue économique, et le gouvernement devrait laisser la situation progresser normalement en restant à l'écart de l'industrie céréalière. Le gouvernement a parfaitement raison de s'intéresser aux questions touchant les garanties de production et la surveillance des coûts ferroviaires. Toutefois ces questions peuvent très bien être réglées par des organismes qui sont déjà en place, comme la Commission canadienne des transports.

Le gouvernement n'a cessé de répéter qu'il ne compte pas retirer à la Commission canadienne du blé ses responsabilités actuelles. C'est pourtant ce qu'il propose de faire en étendant les pouvoirs de l'Office du transport du grain dans le projet de loi C-155. Pourquoi le gouvernement ne prouve-t-il pas sa sincérité en éliminant ce nouvel organisme et en empêchant ainsi que l'efficacité de la Commission soit minée par des individus insouciants qui n'ont aucune responsabilité envers les producteurs de grains ou leurs clients.

Merci.

APPENDICE "TRPT-239"

Comité parlementaire

Audiences sur le projet de loi C-155:

Messieurs les membres du comité

Je vous remercie de m'offrir la possibilité d'exprimer mon opinion sur la question du tarif du Nid-de-Corbeau qui constitue peut-être un anachronisme empêchant le Canada de se faire une place au soleil de la prospérité économique ou qui est une nécessité institutionnalisée dans le but de préserver la nation aux plans social, philosophique et économique. Je suis un producteur de grain installé dans la région de Peace River, du côté de la Colombie-Britannique, et ma femme et moi cultivons également le trèfle et le fétuque. Toute notre production est transportée soit au terminus de Fort St. John de la B.C.R., à 35 milles d'ici, soit jusqu'au chemin de fer du CN à Dawson Creek, à 45 milles d'ici. Nous habitons la municipalité de Golata Creek et connaissons bien les effets positifs et négatifs des aléas financiers de la production de grain.

Vers la fin des années 1960 et au début des années 1970, cette collectivité a grandement souffert de la rationalisation économique des exploitations agricoles qui a entraîné la disparition de plusieurs exploitations agricoles familiales. A la fin des années 1970, la collectivité s'est stabilisée à la suite du maintien pendant quelques années du niveau des prix, situation qui redonnait un certain espoir aux familles agricoles. Inutile de vous dire que la collectivité avait été affectée moralement et qu'elle ne fait que commencer à s'en remettre et à éprouver un sentiment de fierté.

Ce sentiment doit être vivant avant même de penser à l'identité canadienne et à la fierté que l'on peut en tirer. Je ne vous dis pas cela parce que mon intérêt premier porte sur les actions, grandes ou petites, de la collectivité et des individus qui habitent Golata Creek, mais parce que je pense qu'il doit en être ainsi. Nous sommes l'une des petites collectivités de producteurs de grain et de bétail qui seront affectées par votre décision et je crois que cette situation doit être prise en considération. Je ne prétends pas parler pour qui que ce soit. Je ne vous donne que mon opinion sur ce qui se passe ici dans la région que j'appelle "mon chez moi".

Je vous remercie de cette possibilité qui m'est offerte de participer à un processus démocratique, mais je trouve que c'est loin d'être idéal et que l'on ne peut qualifier cette approche de juste, globale ou même franche. Les audiences que vous tenez ne sont qu'un pis-aller qui ne vous permet pas d'approfondir les multiples facettes de la société canadienne en ce qui a trait à la subvention du Nid-de-Corbeau.

Au cours de vos séances, vous entendrez les mêmes arguments formulés par les compagnies de chemin de fer qui promettent de collaborer dans la mesure où elles recevront suffisamment d'argent pour assurer une exploitation rentable et pour payer les dividendes aux actionnaires; les mêmes arguments formulés par CP Coal, relativement aux subventions que cette compagnie verse aux agriculteurs à même ses frais de transport; les mêmes idioties que celles que j'ai entendues de la part de libéraux récemment au sujet de la faible importance des subventions et des subsides versés au Canadien Pacifique depuis sa création; que le Canadien Pacifique litée a réussi à s'acquitter ou n'a pas réussi à s'acquitter de ses obligations selon, bien sûr, les souhaits et les obligations de ceux qui interprètent les accords de 1881, de 1897 et de 1902; de tous qu'il n'y a pas eu suffisamment de discussion et qu'il est maintenant l'heure d'agir.

Messieurs, je voudrais vous rappeler que si l'abolition du Nid-de-Corbeau constitue une forme d'action, c'en est également une que de laisser les choses comme elles sont. Après toutes ces discussions, il est peut-être temps d'en arriver à une décision. Mais avant de prendre une décision fondée sur les témoignages de Canadiens intéressés et capables, à deux semaines d'avis, de rédiger un mémoire global et intelligible et de vous rencontrer dans l'une des cinq grandes villes où vous avez jugé bon de vous rendre, permettez-moi de formuler quelques questions.

Quels avantages financiers, en dollars, le Canada peut-il espérer tirer globalement d'une modification du tarif du Nid-de-Corbeau ou d'un statu quo, à qui ces avantages profiteront-ils, à quelles régions du pays, et en vertu de quelles options ?

Du point de vue financier et compte tenu de la dualité "anachronisme vs. nécessité institutionnalisée", quelle somme d'argent serait consacrée aux avantages sociaux si on prenait cet argent à même le revenu des agriculteurs pour l'investir dans les chemins de fer plutôt que de l'appliquer aux frais encourus par les agriculteurs aux niveaux local, régional et national, pour des choses comme les semences, la pulvérisation, les engrais, le bois de construction, le vêtement, les véhicules, les machines agricoles et, parmi tant d'autres choses, les

aliments ?

Je crois comprendre qu'en vertu d'une théorie économique reconnue, un membre de la société ne peut profiter d'une mesure sociale que dans la mesure où il peut compenser pour les pertes encourues par d'autres à la suite de cette mesure. Après tout, nous sommes dans une société limitée, même si cette société a des possibilités illimitées pour l'avenir. En d'autres mots, CP ltée saurait-il être tenu responsable envers la société d'avoir pris de l'argent à même le flux monétaire national étant donné qu'en contrepartie on ne lui demandait guère plus que d'être un des principaux bailleurs de fonds lors des campagnes de financement des partis politiques ? Les autres industries qui ont besoin d'un prolongement des voies ferrées et d'une amélioration des services ferroviaires seraient-elles capables de dédommager les agriculteurs ou les industries connexes à l'agriculture de manière telle que et les agriculteurs et les industries agricoles (les secteurs de la société qui profitent des dépenses agricoles) estiment que les pertes soient acceptables ? De toute façon, une perte peut-elle jamais être acceptable ?

Permettez-moi de vous offrir un autre exemple, Messieurs. A l'heure actuelle, il y a peut-être une poignée de fermes de la région qui ne sont pas en vente, simplement à cause des piètres perspectives dans le secteur agricole. Je ne saurais vous en préciser le nombre. Les agriculteurs ne font pas d'expansion. Ceux qui ne sont pas acculés à la vente de tous leurs biens cherchent à réduire les pertes afin de conserver leur terre en en vendant une partie.

Ils le font avant même de tenir compte des frais supplémentaires occasionnés par l'accroissement du tarif marchandises. Comment pourrait-on dédommager ces familles agricoles si elles venaient à perdre leur terre ? Comment le commis du marché d'alimentation et le propriétaire de la quincaillerie pourront-ils être dédommagés des pertes subies par leurs clients ? Quels avantages le Canada tirerait-il de la mise à pied de travailleurs spécialisés et semi-spécialisés des industries connexes à l'agriculture, sans parler des familles, dans le seul but de créer des emplois de manoeuvre pour enfoncer des crampons ? Y gagnerait-il ou y perdrait-il ? Même s'il y gagnait, serait-ce suffisant du point de vue financier pour justifier le chaos social d'une autre migration massive vers des centres urbains comme Vancouver, Regina, Edmonton, Winnipeg ou Ottawa.

La cohésion sociale et philosophique de la société pourrait être affectée si l'abandon de la subvention du Nid-de-Corbeau s'avérait être la paille qui brise les reins de familles canadiennes fières et indépendantes qui préféreraient s'adonner à l'agriculture.

Cela ne veut pas dire que les chemins de fer n'ont pas besoin d'être améliorés autant qu'on s'entend à le dire. Non. Il s'agit plutôt d'attirer votre attention sur quelques-uns des éléments de votre lourd mandat et de vous laisser entendre que si vous n'avez pas de réponse précise à ces questions, il faudra peut-être consacrer plus de temps à la recherche de ces réponses. Si vous les avez, je regrette de vous faire perdre votre temps. Par contre, je regrette de n'avoir pu profiter du délai qui m'était accordé pour quantifier la valeur que la société accorde au travail des agriculteurs et l'ampleur des conséquences que le Canada

l'investissement équivalent d'un sociétaire de CP ltée, mais il faudrait me le prouver. Et vous aimeriez-vous également en avoir la preuve. Si l'ensemble de la société, et non si CP ltée, croit que la subvention du Nid de Corbeau doit disparaître, que le CP s'est acquitté de ses obligations, que les producteurs de grain de l'Ouest constituent un anachronisme et que la valeur sociale que nous ajoutons chaque année soit proportionnellement inférieure aux frais encourus par le CP ou par le gouvernement pour le maintien de l'entente du Nid de Corbeau et du système ferroviaire, alors vous n'aurez aucun choix. Mais ne vous attendez pas à soutirer cet argent des exploitations agricoles familiales viables.

Je vous prie, Messieurs, de bien peser les conséquences, car si vous ne pouvez me dire à qui profitera cette entente, qui paiera les frais et à combien s'élèveront ces frais, vous ne pouvez, en toute bonne foi, prendre une décision. Si vous n'avez pas de réponse précise à ces questions lorsque vous retournerez au Parlement, je vous demanderais à tous de démissionner de ce comité plutôt que de céder aux pressions politiques.

Je vous remercie et je vous prie, Messieurs, d'agréer l'expression de mes salutations distinguées.

présenté par Randal Hadland
C.P. 62
Cecil Lake, C.-B.

APPENDICE «TRPT-240»

Mon père a combattu pour son pays pendant la Première guerre mondiale et, mon mari a fait de même pendant la Seconde guerre mondiale. Tous deux se battaient pour un pays où la démocratie régnerait.

Ils se sont tous deux établis dans la région de Peace River, en Alberta, et ont ainsi aidé à mettre en valeur de nouvelles terres. Ils vécurent des années difficiles, mais après avoir entendu le bruit des canons, ils appréciaient la paix de la campagne.

Lorsque mon père s'est établi, on lui avait promis que le chemin de fer passerait à quelques milles de la terre qu'il avait choisie; toutefois, à la suite de manigances politiques, cela ne s'est jamais réalisé et, il a été obligé de transporter son grain à 40 milles de chez lui et de traverser la grande rivière Smoky pour amener son grain jusqu'au chemin de fer.

Aujourd'hui, 64 ans plus tard, nous transportons encore notre grain sur une distance de plus de 70 milles et nous mettons encore en valeur de nouvelles terres.

Une fois après avoir expédié de la laine, mon père a reçu une facture de transport au lieu d'un chèque. Cela s'est déjà produit aussi pour les poulets.

Si nous perdons les tarifs du Pas-du-Nid-de-Corbeau, je crains que la même situation ne se reproduise, avec le grain cette fois. Nous avons toujours dû payer les frais de transport sur les fournitures que nous utilisons pour la ferme et sur les marchandises que nous vendons. Nous avons toutefois conclu un contrat avec les compagnies de chemin de fer pour que notre grain soit transporté de nos élévateurs, jusqu'au port à un taux fixé à perpétuité, en retour de milliards de dollars en terres, en droits miniers et en argent. Ce contrat, qui est la Loi sur les chemins de fer, donne au gouvernement d'aujourd'hui le privilège de bénéficier des chemins de fer. Cependant, le gouvernement d'aujourd'hui a cédé aux pressions des compagnies de chemin de fer qui l'ont convaincu qu'elles perdaient de l'argent à cause de l'inflation. Rien n'a été dit au sujet des agriculteurs qui perdent de l'argent à cause de l'inflation ni au sujet des agriculteurs qui subissent des pertes tous les jours. Nous voyons de quel côté se range le gouvernement. Par conséquent, le gouvernement a présenté un projet de loi qui permettra aux compagnies de chemin de fer de rompre leur contrat et, ainsi, de recevoir plus d'argent; les agriculteur, eux, seront forcés de payer plus cher pour expédier leur grain.

Même si les chemins de fer convainquent le gouvernement qu'ils perdent de l'argent, cela ne signifie qu'ils ont le droit de rompre un contrat conclu avec les colons qui ont mis ce pays en valeur.

Aucun droit

Nous avons reçu de la propagande du bureau de M. Pepin (à nos frais, soit dit en passant) contenant beaucoup de promesses concernant ce qui se passera si le projet de loi est adopté: par exemple, les chemins de fer deviendront rentables (on ne sait pas pourquoi ils le deviendraient), ils ne permettront pas que les frais de transport dépassent 10 % du prix du grain (il ne nous reste même pas cette marge de profit après avoir payé nos dépenses), et beaucoup d'autres encore.

Pourquoi devrions-nous croire un gouvernement qui est prêt à nous mettre dans la rue en nous enlevant un contrat que nous avons signé. Tiendra-t-il ses promesses à l'avenir? J'en doute. Tout ce qu'il nous dit c'est: «Comment ferons-nous pour payer les chemins de fer?» La seule chose que ce projet de loi nous garantit, c'est que les chemins de fer obtiendront plus d'argent et que les agriculteurs paieront plus cher. J'ai deux fils qui aimeraient se lancer dans l'agriculture, mais ils savent que, si nous perdons le tarif du Nid-de-Corbeau, ils feraient mieux d'oublier cela.

Tout ce que j'ai à dire, c'est que nous ne pouvons pas payer davantage et que l'on ne devrait pas nous demander de payer davantage.

Je vous le demande: est-ce cela la liberté pour laquelle mon père et mon mari ont combattu? Je ne le crois pas.

Alice Heckson

APPENDICE "TRPT-241"

(TRADUCTION)

Brownlee (Saskatchewan)

Le 11 juillet 1983

Monsieur Maurice Dionne, député
Président
Comité des transports
Pièce 261
Edifice de l'Ouest
Chambre des communes
Ottawa
K1A 0A6

Monsieur,

La façon dont votre gouvernement a organisé les auditions du Comité des transports est tout simplement honteuse. Vous bafouez la démocratie. Je crois comprendre que le gouvernement aurait bien aimé se dispenser de tenir ces auditions.

Votre gouvernement n'a fait paraître aucun avis public dans les journaux, que ce soit dans les quotidiens ou dans les hebdomadaires. Cela contraste énormément avec le flot de propagande gouvernementale pour faire la promotion du projet de loi. Comment pouvez-vous tenir des auditions qui ont du sens lorsque la majeure partie de la population n'en est même pas avisée?

La session a été ajournée, les auditions ont commencé, et voilà que l'on impose un délai aux gens qui veulent déposer un mémoire. Et alors, vous deviez avoir ce mémoire dans un délai de trois semaines après l'ajournement du Parlement. Je vous demande bien franchement, est-ce suffisant pour faire la recherche et pour rédiger un mémoire qui se tienne? Est-ce habituellement le délai que l'on accorde pour rédiger des mémoires déposés auprès des comités de la Chambre des communes? Vous saviez aussi probablement qu'à ce temps-ci de l'année, les agriculteurs sont des plus occupés. Ils ont très peu de temps pour rédiger des mémoires ou encore pour assister aux auditions du Comité. Et même encore, cela n'est pas très pratique de se rendre dans un seul endroit seulement.

Selon mon député, le Comité doit avoir terminé ses travaux avant la reprise de la session à l'automne.

Cela dit, les habitants de ma province se rendent bien compte que pour le gouvernement, ces auditions ne sont qu'une simple formalité (comme l'a dit M. Pépin, un exercice) pour sauver la démocratie.

Je le répète, le comportement du gouvernement est honteux et ne peut être toléré dans une société démocratique.

Veuillez agréer, Monsieur, l'expressions de mes sentiments distingués.

John Howard

John Howard
C.P. 84
Brownlee (Saskatchewan)
SOH OMO

APPENDICE «TRPT - 242»

MÉMOIRE

au

COMITÉ DES TRANSPORTS

à REGINA (Saskatchewan),

présenté par

M. Lorne Jackson, agriculteur,

Riverhurst (Saskatchewan)

Le présent mémoire qui porte sur le projet de loi C-155 traite d'un ensemble de sujets variés mais connexes.

Il me semble que le texte de loi en cause correspond à un certain modèle. Selon les bulletins de nouvelles, les Canadiens de tout le pays ont l'impression que le gouvernement fédéral ne rédige pas de bons textes de loi, et je persiste à croire que nul n'est besoin d'être grand chef pour juger de la qualité d'un mets.

On pourrait apporter des modifications à la Loi du Nid-de-Corbeau pour corriger certains problèmes observés. Qu'il suffise de mentionner trois aspects:

Les compagnies de chemins de fer affirment qu'elles ne touchent pas suffisamment d'argent;

Les agriculteurs s'inquiètent des possibilités de mouvement du grain;

Les producteurs de bétail constatent une différence de prix entre le grain de provende et le grain destiné à l'exportation.

Je crains que certains ne cherchent pas vraiment une bonne solution au problème des chemins de fer. Ils déplorent le fait qu'il en coûte plus cher de poster une lettre que d'assurer le transport d'un boisseau de blé. Quiconque devrait livrer 3 000 lettres adressées simultanément au même destinataire en ferait un paquet, il me semble, afin que les Postes puisse acheminer pour moins de 10 \$ ce volume de courrier dont la livraison coûterait autrement 1 000 \$. Certains se demandent comment en 1983 on peut s'attendre à transporter du grain au prix d'il y a 100 ans. On peut répondre de deux façons: soit que grâce au progrès de la technologie, les marchandises peuvent être expédiées à meilleur compte, soit que les agriculteurs de 1983 sont censés produire du blé au prix de 1883.

Les compagnies de chemins de fer touchent non seulement le tarif de fret, mais aussi des sommes affectées à la revalorisation ainsi que des subventions pour embranchements. Quand on compare le revenu total perçu au titre du kilométrage parcouru que suppose le transport du grain aux revenus perçus au titre du kilométrage parcouru que suppose le transport d'autres produits de base en vrac comme le charbon, on constate que le grain occupe une position très avantageuse.

On entend dire que les compagnies de chemin de fer réalisent des profits en transportant des produits de base comme le charbon, la potasse et le soufre, mais qu'elles perdent de l'argent dans le cas du grain. Au cours de l'année qui vient de s'écouler, le volume de grain transporté a augmenté, mais en raison de la conjoncture économique le volume des autres denrées a diminué. Je me demande comment, dans ces conditions, les compagnies de chemin de fer puissent faire état de profits accrus.

Voici en vrac plusieurs idées qui me viennent au sujet du mouvement du grain.

L'un des principes de la libre-entreprise est que les excédents d'une denrée entraînent la chute des prix, tandis que sa rareté en cause l'augmentation.

En période de forte production, certains agriculteurs, habituellement jeunes et ayant des frais fixes, doivent vendre tout boisseau produit alors que les agriculteurs établis de longue date, qui estiment qu'il n'est pas sage de tout liquider, retiennent leur production pour faire augmenter les prix.

Certains souhaitent un système de transport qui achemine tout le grain pendant les années de forte production, sans égard aux coûts que suppose le maintien de l'équipement qui demeure inutilisé le reste du temps.

Aux États-Unis, l'agriculture devrait bénéficier cette année d'une subvention de vingt milliards de dollars

Nous avons eu d'importants reports auparavant, et le système de transport a fait l'objet de critiques.

En périodes excédentaires, le gouvernement des États-Unis a entrepris des campagnes de promotion des ventes afin que personne ne puisse vendre moins cher qu'eux. Même si nous avions donné notre blé, leurs prix auraient encore été plus bas.

L'année dernière, nous avons subi une pénurie de pétrole, et cette année nous subissons une guerre des prix. Peut-être le transport n'est-il pas la question qui préoccupe ceux qui engrangent.

Si on analyse les inquiétudes des producteurs de bétail au sujet des écarts de prix, il faut se rappeler un exemple récent. Il y a quelques années, les gouvernements offraient des prêts à faibles taux d'intérêt. Si l'objectif était d'accroître la production de bétail, l'idée était bonne parce que les agriculteurs en ont profité. Les producteurs de bétail se sont-ils montrés reconnaissants? Si nous abaissons le coût d'une autre composante, les grains de provende, il en résultera un excédent et une chute des prix correspondante. On est donc en droit de se demander si l'on a intérêt à voir l'histoire se répéter.

Certains parleront aujourd'hui de questions très précises comme la limite de tonnage de 31 millions, le versement des 80 % aux producteurs, ou le rapport historique entre coût du transport et prix. C'est ainsi que parfois les arbres cachent la forêt. J'aimerais pour ma part aborder certaines autres questions.

Au Canada, on parle sans agir d'une politique de financement par l'utilisateur. En raison des subventions, l'entretien des chemins de fer est devenu une obligation fédérale. Dans les faits, on favorise le transport du grain par camions. Or, les routes sont un domaine de compétence provinciale. L'augmentation du volume de grain acheminé par camion entraînerait celle des coûts à imputer au compte des provinces, tant en ce qui concerne les frais d'immobilisations que suppose l'amélioration du réseau routier que l'intensification des travaux d'entretien. A l'instar du gouvernement fédéral qui tente de minimiser ses coûts, les gouvernements provinciaux tenteraient de faire de même. La structure des frais de permis est une option qui s'offre à eux. Si ceux qui favorisent les modifications à la Loi du Nid-de-Corbeau sont des consommateurs, ils doivent penser qu'ils ne vont pas payer la note, mais la passer aux agriculteurs.

Nous entendons parler d'une politique d'alimentation à bon compte. Quand on étudie le mouvement du grain de la barrière de la ferme à la table du consommateur, on doit tenir compte du fait que dans le cas du camionnage le coût au mille est bien supérieur à celui du transport ferroviaire. Il est donc logique de penser qu'il vaut mieux mettre le grain sur rail le plus près possible de l'entreprise agricole.

Les agriculteurs ne sont plus considérés comme les parents pauvres du pays, mais s'ils font de l'argent, est-ce bien comme agriculteurs ou en tant que propriétaires fonciers? Quand des terres changent de main, on entend dire que de l'argent arrive d'autres pays. On peut penser que les augmentations de prix n'ont pas grand-chose à voir avec les profits agricoles. Si les modifications au tarif du Nid-de-Corbeau sont une façon de vider les goussets de l'agriculteurs, il me semble que la main puise dans la mauvaise poche.

Il serait intéressant de voir ce qui se passe dans d'autres pays. Par exemple, le Brésil et d'autres États aimeraient bien avoir un réseau ferroviaire. Il me semble avoir entendu dire que la politique gouvernementale de l'Argentine vise à n'imposer aucun tarif au mouvement du grain destiné à l'exportation. Grâce à leur réseau fluvial navigable, les États-Unis peuvent se permettre de transporter le grain à des prix inférieurs à notre tarif du Nid-de-Corbeau.

Quand je pense aux conséquences des modifications du Nid-de-Corbeau, il me revient une question que posait un professeur: si un fermier a 20 moutons dans son pré, et que six sautent la clôture, combien en reste-t-il?

Le petit Pierre répond: Aucun.

Le professeur lui dit: Pierre, tu ne sais donc pas compter!

Et Pierre de rétorquer: Monsieur, vous ne connaissez donc rien aux moutons.

Je présume que d'autres témoins qui présenteront des mémoires aujourd'hui analysent les effets économiques des modifications du Nid-de-Corbeau sur leurs entreprises agricoles et leurs communautés. J'aurais pu le faire aussi, parler des effets que certains changements auront sur le réseau de silos. Toutefois j'aborderai plutôt la question de savoir comment la Commission canadienne du blé risque d'être touchée.

De nombreux agriculteurs sont satisfaits de la sécurité que leur offre le système de manutention du grain que supervise la Commission canadienne du blé. Certains aiment bien jouer un peu, et dans cet esprit utilisent du grain dont la gestion n'intéresse pas la Commission. Les plans qui favorisent le paiement aux producteurs stimulent la production de grains autres que le blé, dont la plupart ne relèvent pas de la Commission canadienne. Si l'objectif général des modifications à la Loi du Nid-de-Corbeau consiste à favoriser la production de blé destiné à l'exportation, les paiements aux producteurs ne sont pas l'outil voulu.

Certains parlent des façons dont le projet de loi C-155 expose la Commission canadienne du blé à des critiques directes. J'entends rarement parler des diverses façons cachées dont le projet de loi s'en prend au mode de commercialisation de la Commission. Suffit-il de dire que la plupart des groupes qui favorisent les paiements aux producteurs n'approuvent pas les plans de commercialisation de la Commission?

Les modifications à la Loi du Nid-de-Corbeau touchent la production, la manutention et la vente du grain. Si ces modifications sont adoptées, une étude pourra probablement identifier le groupe qui a incité le gouvernement à apporter ce changement. Compte tenu des sources de capitaux de placement on ne peut croire qu'il s'agit de quelqu'un qui favorise l'industrialisation de l'Ouest.

Je termine par une opinion que j'ai entendue: «On ne saurait augmenter le bien-être économique d'une région en abaissant le prix des denrées de base qu'elle produit.»

APPENDICE «TRPT-243»

R.R. no 1, Ogden, Alberta

Le 4 août 1983

Monsieur Maurice Dionne, député
Président du Comité sur les transports
Ottawa (Ontario) K1A 0A6

Monsieur,

Dans une lettre que je vous ai adressée le 16 juillet 1983, et dans laquelle je me plaignais des audiences supposément publiques qui ont été organisées à la hâte dans l'Ouest par le Comité permanent de la Chambre des communes sur les transports, j'ai indiqué mon désir de présenter un exposé. Veuillez accepter l'exposé qui suit dans lequel j'explique les problèmes auxquels je fais face à titre de producteur de grain et de père de deux autres générations de producteurs de grain dont l'industrie est menacée si l'initiative en matière de transport dans l'Ouest est adoptée dans sa version actuelle.

Je crois sincèrement que les 651 millions de dollars qui seront payés par le gouvernement constituent une subvention au transport et qu'ils doivent être payés aux chemins de fer et non aux producteurs. Un très grand pourcentage d'agriculteurs de la région sont du même avis et sont de plus en plus mécontents de l'idée de développer les industries de traitement secondaires au frais des producteurs céréaliers qui obsède les conservateurs provinciaux ou fédéraux.

Tant que les tarifs du Nid-de-Corbeau actuels étaient en vigueur, la «subvention du Nid-de-Corbeau» revenait entièrement aux producteurs céréaliers qui expédiaient du grain pour l'exportation. Cette subvention permettait aux agriculteurs de l'Ouest du Canada de faire concurrence aux autres pays dont le grain est cultivé beaucoup plus près des ports maritimes où les prix mondiaux sont fixés. Tant que les paiements seront versés aux chemins de fer, l'agriculteur continuera de bénéficier de la subvention selon le nombre de boisseaux expédiés. Toute autre méthode de paiement signifierait que des sommes seraient attribuées à des producteurs qui n'expédient pas de grain et des autres producteurs seraient alors obligés de verser des sommes supplémentaires aux chemins de fer pour expédier leur grain. Voici un exemple de ce qui pourrait se produire:

Tarif du Nid-de-Corbeau actuel	14¢ par boisseau
Coût approximatif d'expédition du grain	76¢ par boisseau
Bénéfice	52¢ par boisseau

Si les paiements sont versés aux producteurs, on estime qu'environ 20 à 30 % de ce montant reviendra à des producteurs qui n'expédient pas de grain. Si l'on prend la moyenne de 25 %, il resterait aux producteurs

expéditeurs ce qui suit: (si 20 % du paiement allait aux chemins de fer et 80 %, aux producteurs).

Les chemins de fer reçoivent	10.4¢ par boisseau
Le producteur reçoit	41.5¢ par boisseau
Le producteur qui n'expédie pas son grain reçoit 25 %	10.4¢ par boisseau
<hr/>	
Le producteur qui expédie son grain reçoit:	31.2¢ par boisseau

Le producteur expéditeur devra payer aux chemins de fer 76¢ par boisseau, plus certains frais supplémentaires dus à l'inflation. Il perd ainsi 10.4¢ par boisseau aux mains des producteurs qui n'expédient pas leur grain.

Une ferme céréalière dans ma région expédie en moyenne 20 000 boisseaux de grain par année. Cela représenterait un revenu de 2 080 \$ par année auquel le producteur devrait renoncer, en vue d'aider au développement des industries de traitement secondaires. Les éleveurs de bétail ne voient aucune possibilité d'augmenter leurs profits, puisque le système de mise en marché du bétail permettrait une baisse du prix du produit fini et ferait profiter les détaillants et les consommateurs de la baisse des prix des grains de provende. Ce n'est pas la responsabilité des producteurs céréaliers de développer l'industrie de transformation du bétail lorsque les consommateurs du Canada consacrent une moins grande partie de leur revenu à la nourriture qu'dans tout autre pays du monde--environ 18 %.

La «liberté de choix» proposée semble avantageuse et est difficile à refuser. Ce serait un peu comme si l'on disait que l'on ne croit pas à la maternité. Toutefois, un examen approfondi de ce choix et de la proposition du «double de 80» montre qu'il s'agit d'une autre façon d'enlever des bénéfices aux producteurs céréaliers et de les donner aux producteurs qui n'exportent pas leur grain. Quel choix! Ceux qui n'expédient pas leur grain ont le choix de tirer une partie de la subvention et ceux qui expédient leur grain n'auront pas d'autre possibilité que de payer un montant supplémentaire pour envoyer leur grain sur le marché.

J'estime que l'on s'est trop attardé à la question de la méthode de paiement et qu'il y a d'autres parties du Bill C-155 qui pourraient être encore plus désastreuses pour la culture du grain et pour toute l'économie de l'Ouest. Continuez de verser le paiement total aux chemins de fer et apportez d'autres changements qui sont bien plus importants dans le Bill C-155.

1. Il faudrait éliminer du Bill les taux de transport variables qui donnent aux chemins de fer le pouvoir de décider du lieu où nous devons transporter notre grain et de la distance sur laquelle nous devons le transporter. Les agriculteurs auraient à payer beaucoup plus cher pour faire exporter leur grain à cause des distances plus longues jusqu'aux

élévateurs, des taxes plus élevées pour l'entretien des routes et des augmentations des coûts de reconstruction des systèmes d'élévateurs, tant ceux des agriculteurs que ceux des compagnies de transport par bateau; les agriculteurs seraient obligés d'acheter des gros camions ou d'engager des camionneurs et de consacrer plus de temps sur la route pour le transport, à des périodes de l'année où ils ont beaucoup d'autre travail. Les taux variables changeraient toute la structure sociale de l'Ouest du Canada en éliminant les petites communautés. Les coûts élevés de mise en marché du grain laisseraient aux agriculteurs moins d'argent à dépenser pour des biens comme la machinerie, des engrais ainsi que des biens personnels non essentiels. Toute l'économie du Canada se ressentirait du transfert des coûts à l'agriculteur, au nom de l'efficacité des chemins de fer.

2. La garantie proposée par M. Pepin est très importante, mais elle serait plus réaliste si elle était basée sur 5 % du coût du prix du grain sur la ferme. L'exportation du grain constitue une part très importante de la balance commerciale du Canada. Tous les autres pays exportateurs de grain subventionnent leur industrie du grain d'une façon ou d'une autre, dans une plus large mesure que le Canada. Pour que nous puissions continuer de concurrencer le commerce du grain mondial, les augmentations des coûts de transport devraient tenir compte de la capacité de paiement des agriculteurs. La limite de 31.1 millions de tonnes devrait être éliminée, et tout le grain cultivé sur de nouvelles terres devrait être admissible à la subvention. Il est ridicule d'essayer de résoudre les problèmes de transport en vue d'augmenter les exportations de grain et, en même temps, de décourager les agriculteurs de le cultiver.
3. A mon avis, le Bill C-155 est beaucoup trop compliqué. Je crois qu'un simple taux de transport exigé des agriculteurs devrait être établi dans la loi, selon un taux fixe de 5 % de la valeur du grain à l'exportation chaque année; le gouvernement devrait payer la différence des coûts de transport. Les livres des compagnies de chemin de fer devraient être soumis à un examen public avant qu'aucun paiement ne soit accordé. Toute la conséquence sur les industries de l'élevage et les industries secondaires devrait réglée d'une autre façon, et non aux frais du producteur céréalier.

Vous trouverez ci-joint une copie d'une pétition signée par plus de 1 300 personnes de notre région et présentée à la Chambre des communes par l'honorable Arnold Malone. A ma connaissance, l'opinion d'une majorité de 90 % des agriculteurs de la région n'a pas changé.

Veuillez agréer l'expression de mes sentiments les meilleurs.

Vernon R. Johnston

c.c. L'hon. Don Mazankowski
L'hon. Les Benjamin
L'hon. J.-L. Pépin

Nous, soussignés, sommes opposés à l'application, dans sa forme actuelle de l'INITIATIVE DU GOUVERNEMENT FÉDÉRAL EN MATIÈRE DE TRANSPORT DANS L'OUEST (PROPOSITION PÉPIN) du 1er février 1983, visant à modifier les tarifs-marchandises prévus dans la loi pour le transport du grain. Pour que l'industrie du grain dans l'Ouest canadien demeure viable, les points suivants doivent être changés:

1) L'augmentation des tarifs à raison de 6 % des augmentations de coût dues à l'inflation, qui sera exigée des agriculteurs est inacceptable. Les tarifs-marchandises les plus élevés qui peuvent être exigés des agriculteurs ne devraient pas dépasser 7 % de la valeur du grain à l'exportation.

2) La législation doit clairement interdire l'établissement de tarifs variables ou de tarifs d'encouragement et les tarifs doivent demeurer fonction de la distance parcourue.

3) La législation ne doit pas contenir de dispositions de découragement en vue d'empêcher l'augmentation de la production de grain, comme cela serait le cas si le total des frais de transport était imputé aux agriculteurs pour tout excédent de grain expédié en sus de 31.1 millions de tonnes par année et pour tout grain cultivé sur des terres nouvelles.

4) Le paiement effectué par le gouvernement est une subvention au transport et devrait être versé directement aux chemins de fer. Si une partie de la subvention du Nid-de-Corbeau était versée aux agriculteurs, il faudrait qu'elle soit proportionnelle à la quantité de grain qu'un agriculteur expédie par train; en outre, un programme d'aide au transport du grain de provende devrait être envisagé en vue d'aider les utilisateurs de grain de provende, en plus des 651 millions de dollars déjà prévus.

5) Les tarifs devraient être fixés par la loi et ne pas pouvoir être modifiés par un comité du gouvernement.

6) L'agence centrale de coordination ne devrait pas entraver les engagements d'exportation pris par la Commission canadienne du blé.

N O M

A D R E S S E

O C C U P A T I O N

APPENDICE «TRPT-244»

Lundi, le 18 juillet 1983

Objet: Tarid du Nid-de-Corbeau

OBJECTIF: Maintien du tarif du Nid-de-Corbeau à son niveau actuel

MOTIFS:

- Je suis agriculteur depuis 41 ans (1942-1983) et chaque année, mes dépenses augmentent et mon revenu diminue. Si on ajoute le fardeau supplémentaire d'être tenu de payer des frais d'expédition pour le transport du grain, cela constitue un très sombre tableau. La majoration de ces frais de transport amènera l'élimination de l'agriculture telle qu'elle existe aujourd'hui.

- Étant donné que mes terres agriciles sont situées à environ 400 milles d'Edmonton, vous pouvez facilement concevoir les frais de transport que je suis forcé de payer simplement pour ramener un revenu dans mon propre foyer. Comment cette situation peut-elle se justifier? Cela me dépasse. Je suppose que le vieux cliché «Ca prend de l'argent pour faire de l'argent» est vrai à 100 %. Si ces frais de transport étaient majorés, cela serait indéniablement injuste pour tous les agriculteurs.

- Des facteurs comme l'augmentation du prix du combustible, le fait que le bétail sur pied devient de plus en plus coûteux à élever, une courte saison de culture avec davantage à faire et moins de temps pour le faire, nous amènent à une seule conclusion: devenir agriculteur pourrait s'avérer l'une des décisions les plus désastreuses sur le plan financier, qu'une personne pourrait prendre. ajouter à cela ces frais de transport à payer, en fonction de votre production (moins tous les facteurs que je viens de mentionner) et cela m'amène à me demander dans quoi je me suis embarqué et où cela va-t-il me mener. directement à la faillite est la réponse la plus logique que je puisse fournir.

- Les petits villages (comme celui où je vis et qui est essentiellement une collectivité agricole) ne grossiront plus comme ils le devraient, mais disparaîtront plutôt à cause de tout l'argent qui quitte la collectivité. Comment un petit village peut-il même survivre si aucun revenu n'y entre? Cette situation s'applique à n'importe qui. Si, il n'y a aucun revenu et s'il faut verser de l'argent pour générer un revenu, comment est-il possible de survivre?

- Comme je suis moi-même agriculteur depuis 41 ans, je connais d'expérience les nombreux et fréquents problèmes financiers auxquels un agriculteur doit faire face pendant une année normale. Je me demande souvent si le fait de céder ma terre à mes fils n'équivaudrait pas à balancer tous mes problèmes et toutes mes inquiétudes sur leurs épaules. Si c'est le cas, il est certain

qu'ils auraient le dos complètement courbé bien avant de devenir des vieillards. Et ils seraient considérés comme chanceux d'avoir pu obtenir une terre agricole sans avoir à la payer. Et que dire des autres jeunes qui désirent acheter une terre pour y faire de l'agriculture, Il est facile de prédire leur avenir sans boule de cristal.

J'ai énoncé dans les pages qui précèdent les motifs qui me portent à croire que le tarif du Nid-de-Corbeau doit être maintenu à son niveau actuel. J'ose espérer que mes propos sont clairs et que mes intentions sont compréhensibles.

Je vous prie d'agréer l'expression de mes salutations distinguées.

(Original signé par)

Stanley Kamieniecki
B.P. 308
Manning (Alberta)
TOH 2M0

APPENDICE "TRPT-245"

Mémoire présenté à titre particulier au

Comité permanent des transports (projet de loi C-155)
Direction des comités et de la législation privée
Pièce 514, Édifice Sud, rue Wellington
Ottawa, Ont.
K1A 0A6

à Regina (Saskatchewan), le 11 août 1983

par:
Mlle Kim Korven
C.P. 320
Cabri, Sask.
SON OJO

Monsieur le président, membres du comité, il me fait plaisir de vous retrouver. Vous savez, je ne croyais pas être capable de produire un deuxième mémoire. Je croyais bien en avoir dit suffisamment, mais force m'est de constater que ce n'était pas le cas. Quand j'ai entendu dire hier matin que la subvention du Nid-de-Corbeau mettait les agriculteurs en chômage, j'ai été renversée que des gens croient des propos semblables. Comment un être humain rationnel et intelligent peut-il croire que ce qui le garde de la pauvreté l'empêche également d'exercer sa profession ? Cela n'a aucun sens du point de vue économique. Inutile de dire que cet énoncé m'a suffisamment fouettée pour que je prépare ce document. Le voici.

Mercredi, l'un des membres du comité disait ne pas comprendre que les gens reviennent continuellement sur les changements sociaux qu'entraînerait l'adoption du projet de loi puisque cet aspect n'est pas abordé dans le rapport Gilson. Il est facile de comprendre que cela nous touche -- vous parlez de notre existence, alors qu'espérez-vous d'autre ? Ne seriez-vous pas préoccupés si une grande usine devait fermer ses portes dans votre circonscription ? C'est la même chose ici. Pourquoi le gouvernement n'entreprend-il pas une étude des aspects sociaux qu'entraînerait le projet du Nid-de-Corbeau ? Ce serait bien mieux que d'essayer d'adopter le projet de loi à toute vapeur, car vous auriez des faits à produire. On en vient presque à croire que M. Pépin a des choses à cacher, compte tenu de la rapidité avec laquelle il veut faire adopter le projet de loi.

Je crois que la subvention du Nid-de-Corbeau n'est pas négociable. Pourquoi devrions-nous payer plus cher pour le transport de notre grain ? L'augmentation des tarifs n'entraîne pas nécessairement un meilleur service. Les agriculteurs des États-Unis paient très cher et pourtant leurs chemins de fer sont dans un état lamentable. Vous n'imaginez pas dans quel état se trouvent les chemins de fer dans le nord du Montana. Par exemple, en route pour Turner, de l'autre côté de la frontière, j'ai vu de l'herbe pousser entre les rails. Si j'ai pu en voir tant d'un seul coup d'oeil, que pourrait-il ressortir d'une inspection plus attentive ? Et qui nous dit que la même chose ne se produira pas chez nous ?

Il y a aussi un autre fait intéressant au sujet de la production de grain dans la région du Montana. Il existe très peu de petites villes dans cette région. Je me demande pourquoi; est-ce parce qu'il n'y a pas suffisamment de familles agricoles pour constituer de petites collectivités ? Indirectement, le projet de loi C-155 éliminerait plusieurs exploitations agricoles des Prairies. Cela est-il juste pour les agriculteurs ou pour la population du reste du Canada ? Prenez la situation économique de notre pays à l'heure actuelle et les coûts des programmes de service social. Le pays peut-il se permettre de supporter davantage de gens ? Et puis, où irons-nous ? C'est chez nous. Plusieurs personnes seront obligées de quitter la région et de chercher ailleurs et, qui plus est, les gens qui se déplacent ont tendance à montrer les dents lorsque les enfants ont faim. Pouvez-vous vraiment tolérer qu'une telle chose se produise ? La population du Canada central n'en sera pas très heureuse elle non plus. Je crois qu'il y aura beaucoup plus de gens qui devront se chercher un emploi. Dites-moi, une collectivité de 600 personnes qui risque de perdre 1,9\$ million lorsque le tarif du Nid-de-Corbeau sera multiplié par cinq se permettra-t-elle d'acheter de nouvelles automobiles ou de la machinerie ? Je ne crois pas. Ces deux industries

ont déjà des produits financiers. Croyez-vous qu'elles en souhaitent d'autres ?

J'en ai ras-le-bol des gens qui se fichent de ce que je me préoccupe de mon avenir, parce que finalement toute la question est là. L'agriculture d'aujourd'hui n'est pas un commerce. C'est plutôt un mode de vie. Il me semble que vous voulez en faire une question commerciale. Bravo, mais que devient le mode de vie ?

Les questions suivantes s'adressent aux membres francophones du comité. Êtes-vous fiers d'être francophones ? N'essaieriez-vous pas de protéger et de défendre votre culture si elle était sérieusement menacée ? Aimeriez-vous que vos enfants ou que vos petits-enfants parlent le français ou l'anglais à l'école et dans leur collectivité ? J'ose croire que vous préféreriez le français. Je veux choisir notre sorte de "français", c'est-à-dire, je crois que nous devrions conserver le tarif du Nid-de-Corbeau afin de préserver nos collectivités et notre culture. Les agriculteurs ne sont pas idiots. Je ne puis imaginer qu'ils assisteraient impuissants à la disparition de leur collectivité.

M. Pépin s'est attaqué à plus fort que lui, car il a sous-estimé la force de la population. Espérons que vous saurez en tenir compte lorsque vous prendrez votre décision. Je vous prie donc d'étudier la possibilité de retirer le projet de loi, car je risque d'y perdre beaucoup et vous de même. Je suis une élève de 18 ans et j'ai encore la possibilité de modifier mes plans de carrière. Toutefois, je veux être une agricultrice et je ne sais même pas s'il restera des fermes à exploiter. J'ai très peur et la colère me gagne. Et ce n'est pas une colère insensée. Vous discutez présentement de mon avenir. Laissez-moi vous dire que votre décision ne sera peut-être pas celle que je souhaiterais, mais croyez-moi, je n'abandonnerai pas.

présenté par

Kim Korven

APPENDICE "TRPT-246"

AU: Comité permanent du transport

Concernant le projet de loi C-155

On devrait, à mon avis, laisser s'éteindre ce projet de loi.

La construction d'un réseau moderne de transport sur le dos des fermiers peut paraître excellent aux industries forestières et à celles du charbon, mais viendra, à la longue, tuer l'agriculture dans l'ouest du Canada.

Avec les prix qui se pratiquent aujourd'hui, les fermiers ont déjà d'énormes difficultés à survivre, certains, en fait, n'y parviennent même pas.

Le plan d'industrialiser l'industrie agricole aux frais des exploitations familiales est, en vérité, une politique bien peu prévoyante.

Les entreprises agricoles ne produiront pas à un prix inférieur à leur coût. Aussi dès qu'ils en auront le contrôle, les consommateurs paieront très cher pour se nourrir.

La communauté agricole a noté que ces audiences sont menées de façon à décourager la participation des fermiers. Pourquoi tant se presser? On devrait accorder à une question aussi importante tout le temps qu'elle mérite afin de la débattre et de l'étudier à fond. Il est absolument indispensable de revenir à des études plus approfondies sur les conséquences que pourraient avoir des modifications aux accords du Nid-de-Corbeau sur l'industrie agricole.

Comment peut-on être aussi crédules que de croire en un économiste américain (Snavely) qui n'est là pour satisfaire les chemins de fer et qui est devenu maître dans l'art d'extraire l'argent de la poche du public.

Laissez le tarif du Nid-de-Corbeau tel qu'il est!
C'est le droit que nous a accordé notre histoire!

L.E. LEAHY

9711-86A Street

Fort St-John, C.-B.

APPENDICE "TRPT-247"

le 19 mai 1983

OBJET: LE TARIF DU NID-DE-CORBEAU

Cher collègue,

Le débat sur le tarif du Nid-de-Corbeau revêt une importance critique pour les agriculteurs de l'Ouest canadien. Nombre de députés éprouvent sans aucun doute de la difficulté à saisir vraiment la portée cruciale de cette question dans beaucoup de circonscriptions. Dans la mienne, par exemple, Conservateurs, Libéraux et Néo-démocrates sont fermement opposés à toute proposition de modifier le tarif du Nid-de-Corbeau inscrit dans la loi.

Pour vous aider à saisir l'effet démesuré que produira la suppression du tarif actuel, je joins à la présente plusieurs documents dont je vous prie de prendre connaissance.

La première annexe (j'ai indiqué les élévateurs situés dans ma circonscription) fait état des pertes que subiront les collectivités si est mise en oeuvre la proposition Pepin de multiplier le tarif du Nid-de-Corbeau par 5,1. Vous pouvez vous faire une idée des pertes comparatives dans les communautés urbaines en songeant à ce qui se produirait si des agglomérations de 1 000 à 4 500 habitants étaient privées des sommes figurant au tableau.

La deuxième annexe souligne l'effet disproportionné que produirait la suppression du tarif du Nid-de-Corbeau sur nombre d'agriculteurs ruraux. De nombreuses régions, notamment dans ma circonscription, ont un revenu moyen de beaucoup inférieur à la moyenne nationale ou même à celui de certaines régions de la province du Manitoba. Je joins ces documents pour permettre aux députés de voir que le revenu moyen, dans un grand secteur du Manitoba, peut être la moitié de celui d'une autre région de la province. Malheureusement, Statistique Canada ne peut fournir de données tirées du recensement de 1981.

Pour moi, il y a là de bonnes raisons de remettre à plus tard toute idée d'apporter des changements: les répercussions économiques de ces changements n'ont pas été établies. Les documents joints tendent à montrer qu'une hausse de 2 800 \$, jugée de peu de conséquence par un député libéral de l'arrière-plan, est en réalité très importante.

La troisième annexe illustre le gros bâton mis dans les roues des agriculteurs de l'Ouest. La Commission canadienne des transports, qui fait l'examen des voies ferroviaires que le CP et le CN veulent abandonner, a établi une division de l'Ouest, censément afin d'être plus sensible aux besoins de l'Ouest. Mais qu'est-il arrivé? Mon adjoint exécutif a relevé dix-huit audiences tenues depuis 1975 sur les embranchements du Manitoba. A ma grande consternation, il n'a pas été rendu une seule décision favorable aux producteurs et autres groupes communautaires et portant maintien en service des

voies ferroviaires. Une audience tenue tout récemment a été ajournée parce que le CN n'avait pas assez de preuves. Pourtant, les preuves présentées par les collectivités touchées étaient concluantes. Que valent alors les audiences de la CCT aux agriculteurs du Manitoba, s'ils ont l'assurance de perdre les lignes ferroviaires sur lesquelles ils comptent?

La quatrième annexe est une carte montrant les voies ferroviaires situées dans ma circonscription (elles sont marquées en jaune), dont trois sont en voie d'être abandonnées; la décision concernant la section Erwood n'a pas encore été rendue. Cette carte illustre bien l'impact produit sur ma circonscription par l'abandon des embranchements.

La meilleure façon peut-être de comprendre pourquoi le tarif du Nid-de-Corbeau est si important, si sacré dans l'Ouest, c'est d'établir une comparaison. Les habitants de l'Ouest considèrent le tarif du Nid-de-Corbeau comme la Grande Charte des agriculteurs, tout comme les députés de langue française considèrent leur droit de parler français au Canada comme leur Grande Charte, même si nous remontons à 1867 et au-delà. Je ne trouve pas réactionnaire que les députés de langue française insistent pour conserver la Loi sur les langues officielles. L'unité canadienne, d'esprit aussi bien que de fait, exige que nous reconnaissons ces deux réalités.

J'espère que cette longue lettre explique à mes collègues pourquoi des députés raisonnables et avec qui il est facile de s'entendre, comme moi-même,

ont des vues si arrêtées sur le tarif du Nid-de-Corbeau.

Je vous remercie de m'avoir accordé votre attention et je vous prie d'agréer l'expression de mes sentiments sincères.

Laverne Lewycky,
député de Dauphin-Swan River

Pièces jointes.

ANNEXE 1

Pertes subies par les collectivités des Prairies

PROVINCE DU MANITOBA

[62 309 700 \$]

Station	Tarif du NdC (¢/100 lb)	Tonnes métriques (en milliers)	Perte à 5,1 x NdC (en milliers \$)	Station	Tarif du NdC (¢/100 lb)	Tonnes métriques (en milliers)	Perte à 5,1 x NdC (en milliers \$)
District 0* du pool				Sous-division 2			
Sous-division 00				Dufrost	15	19.4	261.2
Benard	15	5.1	69.1	Kane	15	11.7	158.7
Bryd	18	8.0	130.0	Lowe Farm	15	9.2	124.6
Rignold	16	6.9	99.6	Morris	15	20.0	271.0
District 1 du pool				Myrtle	15	2.2	29.9
Sous-division 1				Smithspur	15	7.1	96.4
Carman	15	3.9	52.9	Sous-division 3			
Culross	15	5.3	71.8	Arnaud	15	5.0	67.7
Elm Creek	15	68.8	932.8	Dominion City	15	19.7	266.9
Graysville	15	10.6	143.9	Emerson	15	1.8	24.6
Haywood	15	2.2	29.9	Fredenwest	15	9.7	111.6
St-Claude	15	4.9	66.4	Letellier	15	21.9	123.9
Sous-division 2				Ridgeville	15	1.1	42.2
Brunkild	15	15.9	215.7	St-Jean	15	15.2	206.2
Homewood	15	8.4	114.0	Sous-division 4			
Sanford	15	8.2	111.1	Altona	15	11.4	151.6
Sperling	15	12.8	171.4	Gretna	15	18.4	249.1
Sous-division 3				Plum Coulee	15	24.8	336.2
Carey	15	21.7	294.4	Rosenfeld	15	7.3	98.8
Dumain	15	5.7	77.1	District 3 du pool			
La Salle	15	5.4	73.4	Sous-division 1			
McTavish	15	8.7	118.1	Belmont	16	14.2	205.4
Silver Plains	15	5.1	69.3	Dunrea	16	11.9	172.2
Ste-Agathe	15	19.8	268.6	Killarney	16	57.9	817.2
Sous-division 4				Margaret	16	5.0	72.2
Dacotah	15	5.2	70.5	Ninette	16	4.0	57.8
Dufresne	14	15.6	197.2	Ninga	16	11.5	195.2
Dugald	14	18.0	227.0	Sous-division 2			
Mile 142.4	14	18.4	232.9	Baldur	16	15.7	227.1
Niverville	15	10.6	143.9	Cartwright	16	14.0	202.5
Starbuck	15	7.0	94.7	Clearwater	16	8.7	125.9
Ste-Anne	14	15.4	194.8	Crystal City	16	26.6	184.6
Sous-division 5				Mariapolis	16	8.6	124.2
Fannystelle	15	18.5	250.9	Mather	16	9.5	137.4
Fort Whyte	15	14.2	192.7	Sous-division 3			
Headingley	15	5.1	69.1	Cypress River	16	15.6	225.5
Mile 10.6	15	10.3	139.8	Glenboro	16	10.4	150.5
Winnipeg	14	64.0	809.8	Nesbitt	16	16.7	241.5
Winnipeg	14	.3	3.7	Rounthwaite	16	2.9	114.4
District 2 du pool				Wawanesa	16	8.3	120.1
Sous-division 1				Sous-division 4			
Jordan	15	5.7	77.1	Altamont	16	9.1	131.6
Miami	15	5.0	67.7	Deerwood	16	.4	5.7
Morden	15	23.9	323.9	Holland	16	18.9	271.5
Roland	15	2.9	19.4	Rathwell	16	10.1	146.0
Rosebank	15	5.2	70.5	Somerset	16	17.2	248.9
Winkler	15	32.9	446.1				

* Certaines stations qui n'ont pu être situées exactement ont été placées dans cette catégorie.

Station	Tarif du NdC (\$/100 lb)	Tonnes métriques (en milliers)	Perte à 5,1 x NdC (en milliers \$)	Station	Tarif du NdC (\$/100 lb)	Tonnes métriques (en milliers)	Perte à 5,1 x NdC (en milliers \$)
Swan Lake	16	19.9	287.8	Sous-division 2			
Trehene	16	20.1	290.7	Binsearth	18	5.8	94.1
Sous-division 5				Birtle	18	13.8	224.7
Darlingford	16	11.8	198.2	Foxwarren	18	40.3	655.6
La Rivière	16	17.1	250.1	Solsgirth	18	24.5	398.5
Manitou	16	15.2	509.2	Sous-division 3			
Pilot Mound	16	15.3	214.4	Eilborn	18	11.4	185.3
Purves	16	1.1	44.7	Hargrave	18	18.1	297.7
Snowflake	17	6.3	96.8	Kirkella	18	7.6	123.8
District 4 du pool				McCauley	18	11.1	180.1
Sous-division 1				Virden	18	20.8	118.1
Cromer	18	17.4	282.9	Sous-division 4			
Pipestone	18	5.5	89.4	Grandall	18	4.5	71.4
Reston	18	22.5	166.1	Hamiota	18	6.0	97.6
Sinclair	18	11.4	185.1	Oak River	18	5.6	91.0
Woodnorth	18	1.1	50.4	Oakner	18	56.6	920.9
Sous-division 2				Quadra	18	21.2	344.8
Lauder	18	4.8	77.9	Rivers	17	31.6	516.2
Melita	18	25.0	406.7	Sous-division 5			
Napinka	18	1.2	52.1	Elphinstone	18	10.9	177.5
Pierson	18	28.8	468.6	Glossop	17	24.0	369.0
Sous-division 3				Newdale	17	34.5	510.1
Dalny	18	7.7	125.5	Sandy Lake	17	13.5	207.5
Deloraine	18	46.7	759.7	Shoal Lake	18	20.2	128.8
Goodlands	18	7.6	123.8	Strathclair	18	13.7	223.0
Medora	18	11.2	182.0	District 6 du pool			
Waskada	18	15.9	258.7	Sous-division 1			
Sous-division 4				Amaranth	16	11.3	761.6
Boissevain	16	27.0	390.3	Colby	16	6.5	91.9
Elgin	18	15.0	244.0	Gladstone	16	13.5	192.1
Fairfax	17	10.2	156.6	Gladstone	16	18.7	270.6
Hartney	18	13.5	219.8	Glenella	17	8.7	133.7
Minto	16	13.3	192.3	Langruth	16	8.7	125.9
Sous-division 5				Plumas	16	9.6	139.0
Alexander	17	15.1	232.1	Tenby	16	6.6	95.5
Beresford	17	6.4	98.1	Sous-division 2			
Griswold	17	10.7	164.4	Basswood	17	13.6	209.1
Menteith	18	8.4	136.9	Clanwilliam	17	14.2	218.1
Newstend	16	4.4	63.6	Erickson	17	11.1	170.6
Oak Lake	18	7.5	122.2	McCreary	17	18.8	289.1
Somis	17	19.2	295.2	Minnedosa	16	28.5	412.1
District 5 du pool				Sous-division 3			
Sous-division 1				Brandon	16	27.4	396.1
Angusville	18	12.8	208.3	Brandon	16	47.6	688.4
Cracknell	18	13.8	219.8	Forrest	17	2.9	44.7
Inglis	18	20.6	335.0	Justice	16	11.6	167.7
Oakburn	18	27.2	442.4	Rapid City	17	2.2	11.6
Rosburn	18	23.8	187.0	Smart Sg.	17	7.8	119.7
Russell	18	9.4	152.9	Sous-division 4			
Russell	18	16.8	273.5	Arden	16	10.1	118.8
Silverton	18	14.2	230.8	Douglas	16	3.9	56.6
Vista	18	5.6	91.0	Franklin	16	5.7	82.4

Station	Tarif du NdC (¢/100 lb)	Tonnes métriques (en milliers)	Perte à 5,1 x NdC (en milliers \$)	Station	Tarif du NdC (¢/100 lb)	Tonnes métriques (en milliers)	Perte à 5,1 x NdC (en milliers \$)
Gregg	16	8.4	121.4	Makinak	18	17.7	287.8
Harte	16	17.6	254.6	Sifron	18	7.5	122.2
Neepawa	16	36.6	529.1	Ste-Rose	18	12.0	195.2
Petrel	16	14.9	215.7	Winnipegosis	18	2.2	35.7
Sous-division 5				District 8 du pool			
Austin	16	4.4	61.6	Sous-division 1			
Beaver	16	2.3	11.2	High Bluff	15	6.4	86.9
Firdale	16	1.6	23.0	Oakland	16	10.2	147.6
Katrine	16	10.7	151.6	Oakville	15	20.4	276.8
Longburn	16	4.9	70.9	Poplar Point	15	6.5	88.2
MacDonald	16	6.7	96.8	Portage La P	15	19.0	257.5
MacGregor	16	10.3	148.8	Portage La P	15	18.5	250.9
Sidney	16	10.1	146.0	Sous-division 2			
Westbourne	16	6.4	92.7	Bergen	15	14.9	202.1
District 7 du pool				Elie	15	10.0	135.7
Sous-division 1				Gordon	15	9.1	126.1
Birch River	19	19.0	326.4	Marquette	15	4.3	58.2
Bowsman	19	29.9	513.7	Meadows	15	6.7	91.0
Swan River	19	69.1	1,187.0	Warren	15	11.4	151.6
The Pas	22	19.7	391.6	Sous-division 3			
Sous-division 2				Beausejour	14	48.6	615.0
Benito	19	18.0	309.1	Hardridge	14	9.2	116.4
Durban	19	24.0	412.1	Lac du Bonnet	14	9.1	117.7
Kenville	19	15.9	273.1	Libau	15	12.0	162.8
Minitonas	19	18.0	309.1	Sous-division 4			
Pine River	18	6.3	102.5	Balmoral	15	7.1	96.4
Sous-division 3				Centennial Sg.	15	7.2	97.6
Makaroff	19	4.4	75.4	Gunton	15	3.1	42.2
Roblin	18	37.7	613.4	Netley	15	16.7	226.3
Sous-division 4				Netley	15	6.2	84.1
Ashville	18	10.3	167.7	Selkirk	15	19.7	266.9
Ethelbert	18	14.7	239.0	Stonewall	15	11.2	151.7
Gilbert Plains	18	49.2	800.3	Teulon	15	19.4	263.2
Grandview	18	40.9	665.4	Sous-division 5			
Shortdale	18	8.9	144.7	Arborg	16	39.8	575.6
Sous-division 5				Broad Valley	16	5.0	72.2
Dauphin	18	27.2	930.7	Fisher Branch	16	10.0	144.7
Fork River	18	14.0	228.0	Mouseborn	17	7.4	111.6
				Riverton	16	11.0	188.2

TOTAUX—MANITOBA

Moyenne provinciale
¢/100 lb au tarif NdC
16

Tonnes
expédiées
3 356 700

Perte subie par l'économie
provinciale à 5,1 x NdC
62 309 700 \$

BULLETINS COMMUNAUTAIRES 1980

BENITO

Le village de Benito, qui compte 571 habitants, est situé à 483 km au nord-ouest de Winnipeg, sur la route provinciale n° 83. Situé tout près, le parc provincial Duck Mountain offre des installations récréatives: camping, natation, golf, pêche et ski. La région est également renommée pour la chasse au gros gibier.

Benito est le centre de commerce d'une population de 2 000 habitants, dont le tiers habitent en Saskatchewan.

L'économie du village repose principalement sur la polyculture, le blé, l'orge à malt, la graine de colza et les grains bruts étant les principales cultures, sans oublier l'élevage du bétail.

Les entreprises industrielles qui s'établissent à Benito, y prennent de l'expansion ou font des travaux de modernisation,

selon leur traile, peuvent être admissibles soit à une subvention du gouvernement fédéral au titre du Programme de subventions au développement régional ou à un prêt rémissible sans intérêt au titre du Programme de subventions aux petites entreprises rurales.

Population	Nombre d'habitants	0-19 ans	20-34	35-64	65+
Recensement de 1961	427	30.4%	15.2%	32.6%	21.8%
Recensement de 1966	490	27.9%	14.3%	34.3%	23.5%
Recensement de 1971	480	28.1%	10.8%	33.8%	27.3%
Recensement de 1976	505	23.8%	15.8%	29.7%	30.7%
Recensement manitobain de 1979	571	25.4%	20.7%	24.7%	29.2%

Population du secteur de commerce (le village compris): 2 000 habitants.

Agents locaux de liaison

Maire: E. Gorchynski, 539-2772
Sec.-trés.: M^{me} D. Taillefer, 539-2634
 Village de Benito, Benito (Manitoba) R0L 0C0

Parkland Regional Development Inc.

Directeur: G. E. Cooper, 638-5919 (Dauphin).
 Président: J. Potoski, 638-3366 (Dauphin).

Parkland Tourist & Convention Assoc.

M^{me} G. Hall, 638-4987 (Dauphin).

Chambre de commerce

Président: T. L. Garrioch, 539-2583
 Sec.-trés.: D. McRory, 539-2819

Ministère du développement économique et du tourisme

Conseiller au développement régional:
 S. Davidge, 638-3602 (Dauphin).

Ministère de l'Agriculture

Représentant: D. Hodgson, 734-3417 (Swan River).
 Agent de l'économie domestique: L. Freisen-Alford (Swan River).
 Adjoint au programme 4-H: K. Konrad (Swan River).

Taxes municipales

Millin: industriel et commercial: 162.8;
 résidentiel: 136.4.

Taxe d'affaires: 10 p. 100 de la valeur évaluée.

Services publics

Eau

Source: puits. Qualité: conductance spéc. 945 microsiemens. Traitement: Enlèvement du fer, filtre, chlore. Tarif: 16,55 \$ les premiers 3 000 gallons, 4,55 \$ chaque tranche supplémentaire de 1 000 gallons.

Eaux d'égout

Traitement: étang (2 compartiments). Capacité: 10 acres, fonctionnant à 70 p. 100 de la capacité.

Electricité

Communiquer avec le représentant local d'Hydro-Manitoba ou le directeur commercial d'Hydro-Manitoba, 235, 10th St., Brandon (Man.) R7A 4E7. Tél.: 727-0441

Gaz propane

Société Canadian Propane Gas & Oil Ltd.

Mazout

(167 000 B.T.U./gal.) 79,6¢ le gallon. Offert au wagon-citerne complet, prix à négocier.

Services locaux

Protection contre l'incendie—16 bénévoles, 1 camion.

Police—GRC à Swan River.

Ambulance—1.

Enlèvement des ordures—service résidentiel une fois la semaine, service commercial deux fois par semaine.

Ecoles—1 école primaire.

Eglises—anglicane, baptiste, catholique, doukhobor, évangélique, de la Pentecôte, église Unie.

Salles d'assemblée—3. 800 places.

Hôpitaux—1 (10 lits).

Foyers pour personnes âgées—1 (12 places).

Hôtels—1 (10 chambres).

Maisons d'appartements—1 (3 appartements).

Journaux—1.

Club de pionniers—1.

Bibliothèques—1.

Stations de télévision—Winnipeg, Yorkton.

Stations radiophoniques—Dauphin, Yorkton.

Moyens de transport

Chemin de fer: marchandises: CN trois fois par semaine.

Camions: compagnie Swan River-The Pas Transfer: service quotidien.

Autobus: Grey Goose—service quotidien Benito-Swan River dans les deux sens.

Loisirs

Centre récréatif de Benito et du district: salle, curling, patinage et jeu de galet. Pente de ski, terrain de rodéo, centre pour personnes âgées. Parc provincial Duck Mountain: camping, pique-niques, natation, pêche et chasse au gros gibier. Clubs 4-H, danse, musique et groupes choraux.

Festivals—Rodéo (en juin)

Immeubles et propriétés industrielles disponibles

Trois terrains commerciaux (chacun 30 × 120): 1 terrain avec bâtiments (20 × 80). S'adresser au bureau du village.

Statistiques locales

Magasins de détail: 14 (estimation locale).

Etablissements de service: 17 (estimation locale).

Revenu moyen selon toutes les déclarations d'impôt, y compris la région avoisinante: 5 704,00 \$ par an (Revenu Canada, 1978).

Services commerciaux et professionnels

Groupe des vêtements et accessoires

Magasins de tissus—1.

Groupe de l'automobile

Ateliers de carrosserie—1.
Fournisseurs d'huile et d'essence en gros—3.
Marchands d'instruments aratoires—2.
Stations-service—5.
Pneux, ventes et service—2.

Groupe de la construction et de la quincaillerie

Entrepreneurs en construction—4.
Quincailleries—2.
Marchands de matériaux de construction—2.
Menuiseries—1.

Groupe des marchandises générales

Bureaux de vente sur catalogue—1.
Magasins généraux—3.

Groupe des aliments et boissons

Restaurants—4.
Restaurants avec permis d'alcool—1.
Epicerie—3.
Magasins des alcools—1.
Fournisseurs d'aliments congelés—1.
Boucheries—3.

Groupe des meubles et appareils et accessoires ménagers

Appareils électriques—1.
Télévision et radio—1.

Groupe des professions libérales

Médecins—1.
Résidences médicales—1.

Groupe des finances

Banques—1.
Compagnies de prêts—1.

Autres groupes

Salons de beauté—2.
Salons de billard—1.
Salons de quilles—1.
Buanderies—1.
Pharmacies—1.
Nettoyeurs—2 (agences).
Entrepreneurs électriciens—2.
Marchands d'engrais—2.
Elévateurs à grain—2.
Magasins de passe-temps—1.
Assurances et immeuble—1.
Ateliers d'usinage—1.
Peintres et décorateurs—4.
Photographes—1.
Plomberie et chauffage—2.
Cordonniers—1.
Articles de sports—1.

Entreprises—Principaux employeurs

Entreprise—Produits ou services—(Nombre d'employés)

Abramoff Stucco—stuc—(20)

Fleetwood Homes Ltd.—maisons mobiles—(20).

Hadiken Concrete—ciment—(40).

McRory Apiaries—miel (4 et 14 à temps partiel)

Sas Construction—maisons mobiles—(4).

Ecole Swan Valley—(13).

Terry Schure's—plâtre et placoplâtre—(20).

Banque Toronto Dominion—(6).

Publié en déc. 1980 par le ministère du Développement économique et du Tourisme du Manitoba

BULLETINS COMMUNAUTAIRES 1980 BRANDON

La ville de Brandon est le centre régional du grand secteur agricole fertile du Sud-Ouest du Manitoba et du Sud-Est de la Saskatchewan. Il s'est ainsi établi dans la ville des services supérieurs à la moyenne dans le domaine des soins de santé, de l'éducation, des loisirs et des magasins de détail, services assurés par l'Hôpital général de 430 lits et le Laboratoire régional attenant, le Centre psychiatrique, l'Université de Brandon, le Collège communautaire Assiniboine, l'Ecole secondaire professionnelle et le complexe sportif construit pour permettre à Brandon d'accueillir les Jeux d'hiver canadiens de 1979.

A Brandon, les entreprises industrielles sont axées principalement sur l'agriculture: elles fournissent des biens à l'important marché agricole ou transforment et commercialisent les produits agricoles. D'autres entreprises œuvrent dans le domaine de la transformation des métaux, de l'électronique et des produits chimiques.

La croissance de la ville, si elle n'a jamais été très forte, a été constante, s'établissant à environ 2,3 p. 100 par an, rythme que l'on prévoit devoir se maintenir et qui assure une main-d'œuvre croissant de plus de 300 personnes chaque année. Les services municipaux de base sont en place pour accueillir l'accroissement normal de la population, du commerce et de l'industrie au cours des 10 à 15 prochaines années.

Les entreprises industrielles qui s'établissent à Brandon, y prennent de l'expansion ou font des travaux de modernisation, selon leur taille, peuvent être admissibles soit à une subvention du gouvernement fédéral au titre du Programme de subventions au développement régional ou à un prêt rémissible sans intérêt au titre du Programme de subventions aux petites entreprises rurales.

Population	Nombre d'habitants	0-19 ans	20-34	35-64	65+
Recensement de 1961	28,166	35.4%	19.5%	32.8%	12.3%
Recensement de 1966	29,981	36.6%	18.8%	32.4%	12.2%
Recensement de 1971	31,150	35.5%	21.2%	31.4%	11.9%
Recensement de 1976	34,900	33.0%	24.3%	30.1%	12.6%
Recensement manitobain de 1979	37,725	31.2%	27.2%	29.2%	12.4%

Population du secteur de commerce (la ville comprise): secteur local—51 000 habitants; secteur régional—130 000 habitants.

Agents locaux de liaison

Maire: K. J. Burgess, 728-2278

Secrétaire municipale: I. L. Thomson, 728-2278

Ville de Brandon, B. P. 460, Brandon, (Man.) R7A 6A2

Westman Tourist Assoc.

S'adresser à: R. Brown, 727-3316

Chambre de Commerce

Président: J. Brawn, 727-6421

Directeur général: K. Fraser, 727-5431

Ministère du développement économique et du tourisme

Conseiller au développement régional: H. O. Bergman, 728-3372

Banque fédérale de développement

Services de gestion: R. W. Fahlman, 727-8415

Ministère de l'Agriculture

Représentant: J. Lapka, 728-5724

Agent de l'économie domestique: M. Molgat Hughes.

Brandon Community Development Corp. Ltd.

Sec-trés.: J. Morrow, 727-0661

Commission industrielle de Brandon

Commissaire industriel: D. Kissick, 728-2278, poste 217

Taxes municipales

Millin: industriel et commercial 153.55; résidentiel: 122.92.

Taxe d'affaires: 7,75 p. 100 de la valeur évaluée.

Services publics

Eau

Source: rivière Assiniboine. Qualité: Th 150 mg/l CaCO₃, conductance spéc. 880 microsiemens. Traitement: adoucissement par contact de solides, filtre, chlore, fluorure. Capacité: 11 000 000 gal/jour. Consommation de pointe: 5 850 000 gal/jour. Moyenne: 3 500 000 gal/jour. Tarif: 60¢-75¢/100 pi. cu. selon la consommation trimestrielle.

Eaux d'égout

Traitement: étangs (5 compartiments) + 1 usine de traitement des eaux usées. Capacité: 6 000 000 gal/jour, fonctionnant à 60 p. 100 de la capacité.

Electricité

Communiquer avec le représentant local d'Hydro-Manitoba ou le directeur commercial d'Hydro-Manitoba, 235, 10th St., Brandon (Man.) R7A 4E9. Tél.: 727-0441.

Gaz naturel

Plains-Western Gas (Manitoba) Ltd.

Tarif résidentiel: minimum mensuel—4 \$; les premiers 2 MPC—6,582 \$; plus de 2 MPC—2,391 \$.

Charbon

Lignite de la Saskatchewan (7 300 BTU/lb)—26,83 \$ à 27,08 \$ la tonne + taxe manitobaine de 5% sur le combustible.

Mazout

(167 000 BTU/gal) 79,6¢ le gallon. Offert au wagon-citerne complet, prix à négocier.

Services locaux

Protection contre l'incendie—48 pompiers.

Police—51.

Ambulances—3 (plus 1 unité de secours).

Enlèvement des ordures—service résidentiel une fois la semaine, service commercial 5-6 fois par semaine.

Ecoles—19 écoles primaires, 3 écoles secondaires, collège communautaire, université.

Eglises—Adventiste, Alliance, Anglicane, Baptiste, Bethel Temple, Catholique, Chrétienne réformée, Eglise du Christ, Eglise du Nazaréen, Full Gospel, Luthérienne, Mennonite, Méthodiste, Mormons, Eglise polonaise nationale, Presbytérienne, Armée du Salut, Southminister, Eglise Unie.

Salles d'assemblée—13. 4 000 places.

Hôpitaux—2 (430 lits) et Centre psychiatrique.

Foyers pour personnes âgées—6.

Etablissements de soins pour personnes âgées infirmes—11.

Hôtels—5 (179 chambres).

Motels—17 (781 chambres).

Maisons d'appartements—2 635 appartements.

Journaux—1 quotidien.

Bibliothèques—1 bibliothèque régionale.

Musées—2.

Stations de télévision—CKX, CBC, CKY.

Télévision par câble—service offert.

Stations radiophoniques—CKX, CKLO, CBC.

Moyens de transport

Chemins de fer: marchandises: CN—tous les jours sauf le samedi, CP—tous les jours; voyageurs: VIA—service quotidien.

Camions: service quotidien à tous les endroits assuré par 20 compagnies de camionnage.

Autobus: Grey Goose—5 départs quotidiens; Greyhound—7 départs quotidiens. Manitoba Motor Transit—service quoti-

dien de luxe à Winnipeg et à l'Aéroport international de Winnipeg.

Avion: Perimeter (Inland) Airlines Ltd.—2 vols quotidiens aller-retour à Dauphin et à Winnipeg, Aéroport situé à 4 milles au nord de la ville. Trois pistes: 08-26 (5 700' × 200'), 02-20 (2 795' × 200'), 14-32 (3 000' × 100'), éclairées. Tél.: 728-7867.

Loisirs

Directeur: V. Brown.

Quatre terrains de golf, pentes de ski, 2 salons de quilles, jeu de boules sur gazon, curling, patinoire, 2 terrains de golf miniature, stade, piscines, 3 cinémas, YMCA, Centre Keystone (complexe polyvalent), salle de patinage à roulettes, courts de tennis, 10 centres communautaires, 10 terrains de jeu pour enfants, club de tir, équitation, Parc Curran (parc municipal de loisirs et de camping) terrain de golf 18 trous, pistes de randonnées à pied, traversier, complexe sportif des jeux d'hiver du Canada et clubs 4-H.

Festivals—Exposition provinciale du Manitoba (en juin) Foire royale d'hiver du Manitoba (en mars).

Immeubles et propriétés industrielles disponibles

S'adresser à la Commission industrielle de Brandon, 728-2278, poste 217.

Statistiques locales

Magasins de détail: 237 (recensement de 1971). Ventes et recettes: 135,9 millions \$ (Financial Post, 1979).

Etablissements de service: 144 (recensement de 1971). Ventes et recettes: 11,51 millions \$ (recensement de 1971).

Revenu moyen selon toutes les déclarations d'impôt, y compris la région avoisinante: 9 060,00 \$ par an (Revenu Canada, 1978).

Services commerciaux et professionnels*Groupe des vêtements et accessoires*

Vêtements pour enfants—2.

Magasins de tissus—3.

Vêtements pour la famille—4.

Bijouteries—5.

Vêtements pour dames—11.

Vêtements pour hommes—10.

Magasins de chaussures—8.

Tailleurs—2.

Groupe de l'automobile

- Pièces et accessoires d'automobiles—4.
- Ateliers de carrosserie—13.
- Fournisseurs d'huile et d'essence en gros—8.
- Lave-autos—4.
- Marchands d'instruments aratoires—8.
- Concessionnaires de voitures—18.
- Stations-service—22.
- Pneus, ventes et service—8.

Groupe de la construction et de la quincaillerie

- Entrepreneurs en construction—15.
- Quincailleries—2.
- Marchands de matériaux de construction—9.
- Menuiseries—1.

Groupe des marchandises générales

- Bureaux de vente sur catalogue—1.
- Magasins à rayons—6.
- Magasins généraux—3.

Groupe des aliments et boissons

- Boulangeries—7.
- Restaurants—37.
- Restaurants avec permis d'alcool—10.
- Magasins des alcools—1.
- Fournisseurs d'aliments congelés—1.
- Boucheries—7.
- Supermarchés—6.

Groupe des meubles et appareils et accessoires ménagers

- Tapis et tentures—3.
- Appareils électriques—2.
- Magasins de meubles—7.
- Télévision et radio—12.

Groupe des professions libérales

- Comptables—12.
- Chiropraticiens—5.
- Dentistes—16.
- Ingénieurs—2.
- Arpenteurs géomètres—2.
- Avocats—28.
- Médecins—48.
- Optométristes—6.
- Psychiatres—10.
- Vétérinaires—5.

Groupe des finances

- Banques—12.
- Caisses populaires—7.
- Compagnies de prêts—6.
- Compagnies de fiducie—2.

Autres groupes

- Coiffeurs pour hommes—11.
- Salons de beauté—33.
- Salons de billard—1.
- Salons de quilles—2.
- Buanderies—5.

- Pharmacies—12.
- Nettoyeurs—4.
- Stations de classement des œufs—1.
- Entrepreneurs électriciens—20.
- Marchands d'engrais—4.
- Fleuristes—6.
- Salons funéraires—2.
- Boutiques de nouveautés—5.
- Elévateurs à grain—8.
- Couvors—2.
- Magasins de passe-temps—1.
- Assurances et immeuble—75.
- Ateliers d'usinage—7.
- Peintres et décorateurs—11.
- Photographes—10.
- Plomberie et chauffage—18.
- Imprimeurs—7.
- Constructeurs de routes—4.
- Cordonniers—4.
- Articles de sports—6.
- Cinéma—4.
- Agents de voyage—3.
- Tapissiers en ameublement—9.

*Entreprises—Principaux employeurs**Plus de 400 employés*

- Hôpital général de Brandon
- Hôpital psychiatrique de Brandon
- Conseil scolaire de Brandon

200 à 399 employés

- Hôpital Assiniboine
- Behlen-Wickes—coffres à grain, réservoirs, bâtiments d'acier.
- Centre commercial de Brandon
- Université de Brandon
- Canadien Pacifique
- Ville de Brandon
- Ministère des routes du Manitoba
- Hydro-Manitoba
- Compagnie de téléphone du Manitoba

100 à 199 employés

- A.E. McKenzie Co. Ltd.—semences.
- Collège communautaire Assiniboine
- Coopérative de consommateurs de Brandon
- Brandon Sun—imprimerie et édition.
- Canadien National
- Eaton
- Complexe commercial K-Mart
- Metals Industries—matériel agricole, caisses de camions, transformation de métaux.
- Simplot Chemical Co. Ltd.—engrais agricoles.
- Magasin à rayons Woolco.

75 à 99 employés

- Federal Pioneer Ltd.—produits électriques.
- Great Western Outerwear & Sportswear—pantalons sport pour dames et garçons.
- Beverage Services Ltd.—embouteilleur de boissons gazeuses.

50 à 74 employés

ARM Industries—articles en bois, carpettes de caoutchouc.
 Burns Brandon—conserverie de viande.
 Manitoba Dairy & Poultry Co-op—produits laitiers et volaille.
 Macey Foods Ltd.—transformation d'oiseaux aquatiques et de volaille.

30 à 49 employés

Modern Dairies Ltd.—produits laitiers.
 Christie School Supply Ltd.—tableaux noirs et tableaux de liège, chevalets.
 Leech Printing Ltd.—imprimerie et édition.
 Cancade Brothers—machines agricoles.
 Hamilton & Jones—composants de chauffage électrique.
 Inventronics Ltd.—composants de chauffage électrique.
 Metev Woollen Mills Ltd.—couvertures et chandails.

10 à 29 employés

Anchor Industries—bateaux en fibre de verre.
 Atom Jet Industries—atelier d'usinage sur commande.
 Ayerst Organics Ltd.—hormones oestrogènes.
 Benco Component Ind.—composants pour la construction.
 Brandon Consumers Vakery Co-op—boulangerie.
 Cargill & Nutrena Feeds—aliments préparés sur commande pour les animaux, aliments pour le bétail et la volaille.
 Denis Prefab Ltd.—maisons et armatures de toit préfabriquées.
 Dry Wall Contracting Ltd.—systèmes de matériaux pour murs et plafonds.
 Feed-Rite Mills (Western)—aliments pour le bétail et la volaille.
 Flying Dutchman Kitchens—boulangerie.
 Hooker Chemicals—chlore et produits connexes.
 Manitoba Hide & Fur Co.—cuir de bœuf, peaux de mouton, crins de cheval.
 Pue's Interior Furnishings Ltd.—stores et rideaux.
 United Western Printing—imprimerie et édition.
 Western Concrete Products—béton préparé.
 Wheat City Concrete Products—béton préparé.
 Yaeger's Furs Ltd.—vêtements de fourrure.

Neuf employés ou moins

Brandon Frozen Foods & Meats—viandes préparées.
 Brandon Jewellers—bijouterie.
 Brandon Prosthetic Lab—prothèses dentaires.
 Brandon Signs Ltd.—enseignes au néon et de plastique, étalages.
 Buckmire & Sons Ltd.—tôlerie.
 Cassan Monumental—pierres tombales.
 Co-op Bakery—boulangerie.
 Dutch Mill Bakery—boulangerie.
 Eastman Feeds—minoterie d'aliments pour les animaux.
 Federated Co-operatives Ltd.—aliments pour le bétail à cornes, le porc et la volaille.
 Green Acres Bakery—boulangerie.
 House of Printing—imprimerie commerciale.
 Johnson Sound Systems—amplificateurs, systèmes de sonorisation.
 Lindenberg Seeds Ltd.—semences, produits chimiques, insecticides, engrais.

Mandziuk Dental Clinic—produits dentaires.
 McMillan Meat Packers—viandes fraîches et fumées.
 North American Lumber—bois profilé sur commande.
 Oral Dental Studio—produits dentaires.
 Parrish & Heimbecker—minoterie d'aliments pour les animaux.
 Pestyk Bros. Ltd.—bottes de hockey.
 Plains Industries Ltd.—remorques pour le transport du bétail.
 Ricks W. Ltd.—armoires de cuisine.
 Robinson Tent & Awnings—produits de toile.
 Safeway Bakery (angle Victoria et 10th)—boulangerie.
 Sany's Bakery—boulangerie.
 Shavers Furs Ltd.—vêtements de fourrure.
 Silverwood Dairies Ltd.—produits laitiers.
 Star Printing—imprimerie.
 Steve's Woodwork—meubles sur commande, remise à neuf.
 Traill Meat Processing Ltd.—viandes fraîches et congelées.
 Tricol Meat Processing—conserverie de viande.
 Trumark Manufacturing Ltd.—pare-gel (pour automobiles).
 W.B. Webber & Son—imprimerie et lithographie.

BULLETINS COMMUNAUTAIRES 1980 ETHELBERT

Ethelbert, qui compte plus de 500 habitants, est situé à 60 km au nord-ouest de Dauphin, sur la route provinciale n° 10A. Le village se trouve près du parc Duck Mountain, centre attrayant de tourisme et de loisirs.

Les entreprises de service du district d'Ethelbert sont axées sur l'agriculture, principalement la polyculture. Ethelbert sert de centre de service à quelque 2 000 personnes habitant cette région agricole.

Le village possède un bon service d'autobus. Le service ferroviaire marchandises et voyageurs est assuré par le Canadien National et VIA Rail.

Les entreprises industrielles qui s'établissent à Ethelbert, y prennent de l'expansion ou font des travaux de modernisation, selon leur taille, peuvent être admissibles soit à une subvention du gouvernement fédéral au titre du Programme de subventions au développement régional ou à un prêt rémissible sans intérêt au titre du Programme de subventions aux petites entreprises rurales.

Population	Nombre d'habitants	0-19 ans	20-34	35-64	65+
Recensement de 1961	556	30.4%	13.5%	30.2%	25.9%
Recensement de 1966	512	28.5%	10.0%	34.4%	27.1%
Recensement de 1971	526	29.1%	12.0%	28.5%	30.4%
Recensement de 1976	495	25.3%	13.1%	30.3%	31.3%
Recensement manitobain de 1979	509	23.8%	13.2%	31.4%	31.6%

Population du secteur de commerce (le village compris): 2 000 habitants.

Agents locaux de liaison

Maire: M. Mandryk, 742-3215

Sec.-trés.: M^{me} E. Kuzyk, 742-3301

Village d'Ethelbert, B.P. 185, Ethelbert (Man.) R0L 0T0

Parkland Regional Development Inc.

Directeur: G. E. Cooper, 638-5919 (Dauphin).

Président: J. Potoski, 638-3366 (Dauphin).

Parkland Tourist & Convention Assoc.

M^{me} G. Hall, 638-4987 (Dauphin).

Ministère du Développement économique et du Tourisme

Conseiller au développement régional: S. Davidge, 638-3602 (Dauphin).

Ministère de l'Agriculture

Représentant: P. Kiez, 638-9111, poste 228 (Dauphin).

Agent de l'économie domestique: D. Martin (Dauphin).

Adjoint au programme 4-H: C. Currie (Dauphin).

Taxes municipales

Millin: industriel et commercial: 193.0;
résidentiel: 159.0.

Taxe d'affaires: 8 p. 100 de la valeur évaluée.

Taxe spéciale: 60¢/le pied de façade pour l'eau et les égouts.

Services publics

Eau

Source: puits. Qualité: conductance spéc. 894 microsiemens. Traitement: enlèvement du fer, filtre, adoucissement, chlore, fluorure. Capacité: 25 000 gal/jour. Consommation de pointe: 20 000 gal/jour. Moyenne: 9 000 gal/jour. Tarif: 18,48 \$ les premiers 3 500 gallons, 5,50 \$ chaque tranche supplémentaire de 1 000 gallons.

Eaux d'égout

Traitement: étang (2 compartiments). Capacité: 33 acres, fonctionnant à 65 p. 100 de la capacité.

Électricité

S'adresser au représentant local d'Hydro-Manitoba ou au directeur commercial d'Hydro-Manitoba, 235, 10th St., Brandon (Man.) R7A 4E9. Tél.: 727-0441.

Gaz propane

Société Propane Gas & Oil Ltd.

Mazout

(167 000 BTU/gal) 80,7¢ le gallon. Offert au wagon-citerne complet, prix à négocier.

Services locaux

Protection contre l'incendie—18 bénévoles, 2 camions.

Police—1 agent de la GRC.

Ambulance—service d'ambulance de Dauphin et du district.

Enlèvement des ordures—hebdomadaire.

Écoles—1 école primaire, 1 école secondaire.

Églises—Catholique, Grecque orthodoxe, Unie.

Salles d'assemblée—2. 600 places.

Foyers pour personnes âgées—1 (20 lits).

Bureau de santé—1 infirmière.

Hôtels—1 (10 chambres).

Journaux—1.

Bibliothèques—1 bibliothèque mobile.

Stations de télévision—CKYD Dauphin, CBC Winnipeg.

Stations radiophoniques—Dauphin, Winnipeg, Portage.

Moyens de transport

Chemin de fer: marchandises: CN tous les jours; voyageurs: VIA trois fois par semaine.

Camions: compagnie Sclater Valley Transfer—service quotidien.

Autobus: Grey Goose—trois départs par jour de Winnipeg.

Loisirs

Directeur: (Dauphin)

Patinage et curling, cinéma, salle paroissiale, bingo, terrains de baseball, terrain de jeu et parc, installations de camping pour la nuit, bibliothèque mobile Parkland, centre pour personnes âgées et clubs 4-H.

Immeubles et propriétés industrielles disponibles

Quincaillerie disponible. Communiquer avec A. Hryhorczuk, à Ethelbert.

Statistiques locales

Magasins de détail: 15 (recensement de 1966). Ventes et recettes: 0,98 million \$ (recensement de 1966).

Établissements de service: 8 (recensement de 1966). Ventes et recettes: 0,12 million \$ (recensement de 1966). 316

Revenu moyen selon toutes les déclarations d'impôt, y compris la région avoisinante: 4 603.00 \$ par an (Revenu Canada, 1978).

Services commerciaux et professionnels**Groupe de l'automobile**

- Ateliers de carrosserie—1.
- Fournisseurs d'huile et d'essence en gros—3.
- Stations-service—4.
- Pneus, ventes et service—1.

Groupe de la construction et de la quincaillerie

- Entrepreneurs en construction—1.
- Quincailleries—1.
- Marchands de matériaux de construction—1.

Groupe des marchandises générales

- Magasins généraux—2.

Groupe des aliments et boissons

- Restaurants—2.
- Restaurants avec permis d'alcool—1.
- Magasin des alcools—1.
- Fournisseurs d'aliments congelés—1.

Groupe des professions libérales

- Vétérinaires—1.

Groupe des finances

- Banques—1.
- Caisses populaires—1.

Autres groupes

- Coiffeurs pour hommes—1.
- Salons de beauté—1.
- Salons de billard—2.
- Nettoyeurs—3 (agences).
- Entrepreneurs électriciens—2.
- Élévateurs à grain—2.
- Assurances et immeuble—1.
- Plomberie et chauffage—1.
- Cinéma—1.

Entreprises—Principaux employeurs**Entreprise—Produits ou services—(Nombre d'employés)**

- Conseil scolaire de Duck Mountain—(18)
- Ethelbert Credit Union Ltd.—(3)
- Ministère de l'Agriculture du Manitoba—(1)
- Podelsky Apiaries Ltd.—miel—(4)
- Bureau de poste—(3)
- GRC—(4)
- Banque royale du Canada—(4)
- Sclater Valley Transfer—camionnage—(5)
- Village d'Ethelbert—(2)
- Zaryski Construction—(2)

BULLETINS**COMMUNAUTAIRES 1980****PORTAGE LA PRAIRIE**

La ville de Portage la Prairie, qui compte 13 697 habitants, est située près de la rivière Assiniboine à 84 km à l'ouest de Winnipeg. Elle est servie par la Route transcanadienne, qui est large de quatre voies entre Winnipeg, Portage la Prairie et Brandon, et par les lignes principales du CP et du CN.

La terre du district de Portage est très peu accidentée et hautement fertile: elle est connue sous le nom de «plaines du Portage». L'économie rurale repose sur les céréales, le bétail, la betterave à sucre, le tournesol, les graines fourragères, la pomme de terre, le colza, les oignons, les carottes et les asperges.

Le secteur industriel de l'économie du Portage est partagé entre la compagnie de soupes Campbell et la société McCain Foods Ltd. L'usine de transformation des légumes de cette dernière est entrée en activité récemment et donne du travail à 250 personnes. Une vaste gamme d'autres produits sont fabriqués ou transformés dans la ville, notamment les vêtements, les câbles électriques, les articles de verre peint à la main, les produits de toile, les articles de pêche et les produits laitiers. Les entreprises industrielles qui s'établissent à Portage la Prairie, y prennent de l'expansion ou font des travaux de modernisation, selon leur taille, peuvent être admissibles soit à une subvention du gouvernement fédéral au titre du Programme de subventions au développement régional ou à un prêt rémissible sans intérêt au titre du Programme de subventions aux petites entreprises rurales.

Les principaux établissements gouvernementaux à Portage la Prairie sont le nouvel immeuble provincial logeant de nombreux ministères, l'École des arriérés du Manitoba, le foyer Agassiz pour les jeunes, la Prison des femmes, la Base des forces canadiennes à Southport et la Ferme expérimentale exploitée par le ministère fédéral de l'Agriculture. Portage la Prairie compte 23 employés fédéraux et 980 fonctionnaires provinciaux.

Population	Nombre d'habitants	0-19 ans	20-34	35-64	65 +
Recensement de 1961	12,388	39.9%	22.3%	28.5%	9.3%
Recensement de 1966	13,012	40.4%	19.8%	29.7%	10.1%
Recensement de 1971	12,950	38.0%	21.4%	29.5%	11.1%
Recensement de 1976	12,555	34.3%	21.9%	29.9%	13.9%
Recensement manitobain de 1979	13,697	32.5%	24.6%	29.3%	13.6%

Population du secteur de commerce (la ville comprise): locale—26 000 habitants; régionale—30 000 habitants.

Agents locaux de liaison

Maire: E. Greendale, 857-9781

Sec.-trés.: W. R. Woodman, 857-9781

Ville de Portage la Prairie, B.P. 490, Portage la Prairie (Man.)
R1N 3C1

Central Plains Inc.

Directeur: R. Roteluk, 857-8736
Président: C. Tarr, 685-2130 (MacGregor)

Central Plains Tourist Association

M. R. Rotehuk, 857-8736

Chambre de commerce

Président: G. Dion, 857-8701
Sec.-trés.: M^{me} J. Brooker, 857-7778

Ministère du développement économique et du tourisme

Conseiller au développement régional:
H. O. Bergman, 728-3372 (Brandon).

Ministère de l'Agriculture

Représentant: G. Orr, 857-9711, poste 350
Agent de l'économie domestique: D. Lyall.
Adjoint au programme 4-H: P. Mitchell.

Taxes municipales

Millin: industriel et commercial: 150 774;
résidentiel: 128 352.

Taxe d'affaires: 9 p. 100 de la valeur évaluée.

Services publics

Eau

Source: rivière Assiniboine. Qualité: Th 120 mg/l CaCO₃, conductance spéc. 740 microsiemens. Traitement: adoucissement par contact de solides, filtre, chlore, fluorure. Capacité: 6 000 000 gal/jour. Consommation de pointe: 2 200 000 gal/jour. Moyenne: 1 600 000 gal/jour. Tarif: 50¢-1,90 \$ les 1 000 gallons, selon la consommation trimestrielle.

Eaux d'égout

Traitement: étang aéré (2 compartiments), chloration. Centre de contrôle de la pollution. Capacité: 25 acres.

Électricité

Communiquer avec le représentant local d'Hydro-Manitoba ou le directeur commercial d'Hydro-Manitoba, 1120, rue Waverley, Winnipeg (Man.) R3T 0P4. Tél.: 475-8300

Gaz naturel

Société Inter-City Gas Utilities Ltd. Tarif du service général important: facture mensuelle minimum—10,59 \$; les premiers 2 MPC—12,2352 \$; le reste—2,3474 \$/MPC.

Charbon

Lignite de la Saskatchewan (7 300 BTU/lb) 27,96 \$—28,21 \$ la tonne + taxe provinciale de 5 p. 100 sur le combustible.

Mazout

(167 000 BTU/gal) 78,7¢ le gallon. Offert au wagon-citerne complet, prix à négocier.

Services locaux

Protection contre l'incendie—10 pompiers à plein temps, 20 bénévoles, 4 préposés aux pompes, voiture de sauvetage.

Police—17 agents de la GRC (détachements ruraux et routiers).

Ambulances—3.

Enlèvement des ordures—service résidentiel une fois la semaine, service commercial 5 jours par semaine.

Écoles—8 écoles primaires, 2 écoles secondaires, 3 autres écoles.

Églises—Alliance, Anglicane, Babot Community Chapel, Baptiste, Catholique, Église du Christ, Évangélique, Luthérienne, Mennonite, Presbytérienne, Armée du Salut, Adventistes du septième jour, Église Unie.

Salles d'assemblée—15. 750 places.

Bureau de santé—Édifice du gouvernement provincial.

Hôpitaux—1 (130 lits).

Foyers pour personnes âgées—4.

Établissements de soins pour personnes âgées infirmes—2.

Hôtels—4 (111 chambres).

Motels—5 (102 chambres).

Maisons d'appartements—34.

Journaux—2.

Bibliothèques—1.

Musées—1.

Stations de télévision—Winnipeg, Grand Forks, Devil's Lake, Brandon.

Stations radiophoniques—CFRY et Winnipeg.

Moyens de Transport

Chemins de fer: marchandises: CN—service quotidien, CP—service quotidien.

Voyageurs: VIA—service quotidien.

Camions: CP Transport—5 fois par semaine; compagnie Hale's Transport—service quotidien; compagnie Tomalin Transfer—service quotidien (lundi à vendredi); Messageries CN—service quotidien (lundi à vendredi); compagnie Transx Transportation—service quotidien.

Autobus: Grey Goose: deux départs par jour. Greyhound: 9 départs quotidiens pour Winnipeg, 12 retours. Compagnie d'autobus Webb: service quotidien à Winnipeg.

Avion: à 4 milles de la ville. Quatre pistes: 08-26 (3 200'×150'), 01-19 (2 902'×150'), 12L-30R (3 450'×150'), 12R-30L (7 000'×200'), éclairées. S'adresser au Portage Flying Club, 857-3039.

Loisirs

Directeur: W. Luchik.

Terrain de baseball Pan-Am, piscine, plages, terrain de golf 9 trous, courts de tennis, salons de quilles, curling et patinage, aéro-club, patinoire intérieure (glace artificielle), cinéma, salles de danse, directeur des loisirs à temps plein, gymnases scolaires, champ de courses, parc Island, chasse au canard (marais Delta), ski de randonnée, hockey, baseball, clubs 4-H, leçons de musique, de chant, de patinage et de danse.

Festivals—Festival de la fraise (en juillet).

Immeubles et propriétés industrielles disponibles

Parc industriel de la ville de Portage la Prairie: 80 acres disponibles; services, épi de chemin de fer; 180 acres se prêtant à des aménagements futurs. S'adresser à l'hôtel de ville. Pour les immeubles disponibles, s'adresser au Comité de développement industriel, à l'hôtel de ville.

Statistiques locales

Magasins de détail: 122 (recensement de 1971). Ventes et recettes: 24 millions \$ (recensement de 1971).

Établissements de service: 75 (recensement de 1971). Ventes et recettes: 4 millions \$ (recensement de 1971).

Revenu moyen selon toutes les déclarations d'impôt, y compris la région avoisinante: 9 044,00 \$ par an (Revenu Canada, 1978).

Services commerciaux et professionnels

Groupe des vêtements et accessoires

- Vêtements pour enfants—3.
- Vêtements pour la famille—8.
- Bijouteries—3.
- Vêtements pour dames—3.
- Vêtements pour hommes—3.
- Magasins de chaussures—3.
- Tailleurs—3.

Groupe de l'automobile

- Pièces et accessoires d'automobiles—4.
- Ateliers de carrosserie—6.
- Fournisseurs d'huile et d'essence en gros—4.
- Lave-autos—4.
- Marchands d'instruments aratoires—3.
- Concessionnaires de voitures—8.
- Stations-service—16.

Groupe de la construction et de la quincaillerie

- Entrepreneurs en construction—2.
- Quincailleries—2.
- Marchands de matériaux de construction—5.

Groupe des marchandises générales

- Bureaux de vente sur catalogue—1.
- Magasins à rayons—7.
- Magasins généraux—2.

Groupe des aliments et boissons

- Boulangeries—3.
- Restaurants—21.
- Restaurants avec permis d'alcool—7.
- Épiceries—21.
- Magasins des alcools—1.
- Boucheries—2.
- Supermarchés—2.

Groupe des meubles et appareils et accessoires ménagers

- Tapis et tentures—3.
- Appareils électriques—dans d'autres magasins.
- Magasins de meubles—5.
- Télévision et radio—4.

Groupe des professions libérales

- Comptables—5.
- Chiropraticiens—2.
- Dentistes—5 (+ 2 techniciens).
- Avocats—9.
- Médecins—11.
- Optométristes—3.
- Vétérinaires—4 (clinique vétérinaire).

Groupe des finances

- Banques—6.
- Caisses populaires—1.
- Compagnies de prêts—4.

Autres groupes

- Coiffeurs pour hommes—8.
- Salons de beauté—9.
- Salons de billard—2.
- Buanderies—4.
- Pharmacies—5.
- Stations de classement des œufs—1.
- Nettoyeurs—3.
- Entrepreneurs électriciens—3.
- Fleuristes—4.
- Salons funéraires—2.

Boutiques de nouveautés—2.
 Élévateurs à grain—5.
 Magasins de passe-temps—1.
 Assurances et immeuble—20.
 Ateliers d'usinage—3.
 Peintres et décorateurs—5.
 Photographes—2.
 Plomberie et chauffage—5.
 Imprimeurs—2.
 Constructeurs de routes—1.
 Cordonniers—3.
 Articles de sports—2.
 Cinémas—1.
 Agents de voyage—2.
 Tapissiers en ameublement—2.

Entreprises—Principaux employeurs

Entreprise—Produits ou services—(Nombre d'employés)

Centre Agassiz pour les jeunes—(49)
 B.C. Pea Growers—pois secs—(13)
 Berkley & Co. (Canada) Ltd.—articles de pêche—(35)
 Compagnie de soupes Campbell Ltée—soupes—(225)
 Grey's Welding—fer forgé—(6)
 Guinn & Simpson Co. Ltd.—pierres tombales—(5)
 École des arriérés du Manitoba—(680)
 Compagnie de téléphone du Manitoba—(70)
 Mayfair Enterprises Ltd.—articles de verre—(10)
 McCain Foods Ltd.—aliments congelés—(250)
 McCallister Pea & Seed Cleaners—nettoyage des pois et graines—(10)
 Paramount Homes Ltd.—maisons mobiles—(35)
 Phillips Cables Ltd.—câbles électriques—(80)
 Portage Concrete Products—béton préparé—(11)
 Portage Creamery—beurre, lait, crème glacée—(17)
 Conseil scolaire de Portage la Prairie—(400)
 Portage Mutual Insurance Co.—(70)
 Prison des femmes de Portage—(20)
 Prairie Abattoir Ltd.—abattage sur commande, viandes fumées—(5)
 Institut de machinerie agricole des Prairies—(10)
 Richlu Sportswear—vêtements sport—(36)
 Tastee Bakery Products—boulangerie—(14 + 3 à temps partiel)
 Troy Metal Industries Ltd.—récupération d'articles d'argent—(9)
 Vopni Press Ltd.—imprimerie (37 + 6 à temps partiel).

BULLETINS COMMUNAUTAIRES 1980 STONEWALL

Stonewall est située à 32 km au nord de Winnipeg, d'où on peut s'y rendre en 35 minutes. En raison de cette proximité, bon nombre des 2 464 habitants de Stonewall font quotidiennement la navette entre leur domicile et leur travail dans la grande ville.

Stonewall sert de centre de service agricole à la région avoisinante, qui produit graines de céréales, lin, colza, bovins, porcs, volaille et lait.

En 1963, la société Bristol Aerospace Ltd. a construit, à quelques kilomètres au sud de Stonewall, une usine de propergol qui compte aujourd'hui 120 employés.

Les entreprises industrielles qui s'établissent à Stonewall, y prennent de l'expansion ou font des travaux de modernisation, selon leur taille, peuvent être admissibles soit à une subvention du gouvernement fédéral au titre du Programme de subventions au développement régional ou à un prêt rémissible sans intérêt au titre du Programme de subventions aux petites entreprises rurales.

La propriété Kinsmen Lake, qui offre une plage et des installations de camping, a été construite dans l'une des vieilles carrières situées dans les limites de la petite ville.

Treize employés fédéraux et 15 fonctionnaires provinciaux ont leurs bureaux à Stonewall.

Population	Nombre d'habitants	0-19 ans	20-34	35-64	65+
Recensement de 1961	1,420	37.8%	18.7%	28.8%	14.7%
Recensement de 1966	1,577	41.0%	17.5%	26.8%	14.7%
Recensement de 1971	1,583	40.6%	18.9%	27.0%	13.5%
Recensement de 1976	1,830	37.5%	22.1%	26.2%	14.2%
Recensement manitobain de 1979	2,464	37.5%	27.2%	23.9%	11.4%

Population du secteur de commerce (la ville comprise): 5 500 habitants.

Agents locaux de liaison

Maire: A. Krawec, 467-8496

Sec.-trés.: J. Mauws, 467-2311

Ville de Stonewall, B.P. 250, Stonewall (Man.) R0C 2Z0

Interlake Tourist Assoc.

Wm. R. Aitken, 376-5165 (Arborg)

Chambre de commerce

Président: P. Cosway, 467-8343

Sec.-trés.: A. Dickson, 467-5875

Ministère du développement économique et du tourisme

Centre d'aide aux petites entreprises: 255-9642 (Winnipeg).

Ministère de l'Agriculture

Représentant: A. Dickson, 467-5511

Adjoint au programme 4-H: J. Cavenagh.

Taxes municipales

Millin: industriel et commercial: 164.7; résidentiel: 136.6.

Taxe d'affaires: 5 p. 100 de la valeur évaluée.

Taxe spéciale: district d'améliorations locales—16,1.

Services publics

Eau

Source: puits (propriété de la ville et des particuliers).

Traitement: chloration. Tarif commercial: minimum trimestriel—54,72 \$ + 48¢—69¢ le mètre cube selon la consommation trimestrielle.

Eaux d'égout

Traitement: étang (3 compartiments). Un autre compartiment à construire. Capacité: 8,2 + 7,3 + 6 acres, fonctionnant à 100 p. 100 de la capacité. Conduite de refoulement, station de relèvement, grand collecteur 2 km et collecteurs latéraux 8 km.

Electricité

S'adresser au représentant local d'Hydro-Manitoba ou au directeur commercial d'Hydro-Manitoba, 177, rue Main, Selkirk (Man.) R1A 1R5. Tél.: 482-7811.

Gaz naturel

Société Greater Winnipeg Gas Co.

Tarif du service général: minimum mensuel—1,25 \$ les premiers 2 CPC/mois, 13 CPC/mois—0,3461/CPC et 1 985CPC/mois—0,2850/CPC.

Charbon

Lignite de la Saskatchewan (7 300 BTU/lb) 29,09 \$—29,34 \$ la tonne + taxe provinciale de 5 p. 100 sur le combustible.

Mazout

(167 000 BTU/gal) 77,2¢/gal. Offert au wagon-citerne complet, prix à négocier.

Services locaux

Protection contre l'incendie—1 chef des pompiers, 17 bénévoles, 2 préposés aux pompes.

Police—10 agents de la GRC.

Ambulance—1.

Enlèvement des ordures—service résidentiel une fois la semaine, service commercial de même.

Écoles—2 écoles primaires, 1 école secondaire, 1 école pour enfants arriérés, 1 maternelle.

Églises—Anglicane, Baptiste, Catholique, Presbytérienne, Unie.

Salles d'assemblée—5. 1 500 places.

Bureau de santé—à l'hôpital

Hôpitaux—1 (18 lits).

Foyers pour personnes âgées—2.

Établissements de soins pour personnes âgées infirmes—1 (30 lits).

Hôtels—1 (10 chambres).

Motels—1 (5 chambres).

Maisons d'appartements—2 (19 appartements).

Journaux—1.

Bibliothèques—1.

Stations de télévision—Winnipeg, Pembina.

Télévision par câble—le service sera offert en 1980-1981.

Stations radiophoniques—Winnipeg, Portage.

Moyens de transport

Chemins de fer: marchandises—CP, selon les besoins du trafic.

Camions: compagnie Stonewall Freight, lundi à samedi, 4 camions.

Autobus: Grey Goose: service quotidien, 2 départs le samedi.

Loisirs

Curling et patinage intérieurs avec glace artificielle, salon de quilles, parc, terrains de baseball, terrain de camping à Kinsmen Lake, terrains agricoles, courts de tennis, salon de billard, hockey classe senior, baseball, leçons de musique et clubs 4-H.

Immeubles et propriétés industrielles disponibles

S'adresser au bureau de la ville.

Statistiques locales

Magasins de détail: 30 (estimation locale). Ventes et recettes: 7 millions \$ (estimation locale).

Établissements de service: 24 (estimation locale). Ventes et recettes: 0,75 million \$ (estimation locale).

Revenu moyen selon toutes les déclarations d'impôt, y compris la région avoisinante: 9 209,00 \$ par an (Revenu Canada, 1978).

Services commerciaux et professionnels

Groupe des vêtements et accessoires

- Vêtements pour enfants—1.
- Magasins de tissus—1.
- Vêtements pour la famille—1.
- Bijouteries—1.
- Vêtements pour dames—1.
- Magasins de chaussures—1.

Groupe de l'automobile

- Pièces et accessoires d'automobiles—2.
- Ateliers de carrosserie—4.
- Fournisseurs d'huile et d'essence en gros—4.
- Lave-autos—2.
- Concessionnaires de voitures—3.
- Stations service—5.
- Pneus, ventes et service—2.

Groupe de la construction et de la quincaillerie

- Entrepreneurs en construction—4.
- Quincailleries—2.
- Marchands de matériaux de construction—3.

Groupe des aliments et boissons

- Boulangeries—2.
- Restaurants—6.
- Restaurants avec permis d'alcool—2.
- Épiceries—2.
- Magasins des alcools—1.
- Supermarchés—1.

Groupe des meubles et appareils et accessoires ménagers

- Appareils électriques—4.
- Magasins de meubles—1.
- Télévision et radio—1.

Groupe des professions libérales

- Comptables—3.
- Chiropraticiens—2.
- Dentistes—2.
- Avocats—4.
- Médecins—6.
- Optométristes—1.
- Vétérinaires—1.

Groupe des finances

- Banques—3.
- Caisses populaires—1.

Autres groupes

- Coiffeurs pour hommes—2.
- Salons de beauté—4.
- Salons de billards—1.
- Salons de quilles—1.
- Buanderies—2.
- Pharmacies—2.
- Nettoyeurs—3 (agences).
- Entrepreneurs électriciens—4.

- Fournisseurs d'engrais—3.
- Fleuristes—1.
- Salons funéraires—1.
- Élévateurs à grain—1.
- Magasins de passe-temps—1.
- Assurance et immeuble—1.
- Ateliers d'usinage—2.
- Peintres et décorateurs—3.
- Plomberie et chauffage—4.
- Imprimeurs—1.
- Constructeurs de routes—1.
- Articles de sports—1.
- Tapissiers d'ameublement—1.

Entreprises—Principaux employeurs

- Entreprise—Produits ou services (Nombres d'employés)
- Banques et caisse populaire—(32)
- Bristol Aerospace Ltd. (10km au sud-est de la ville)—propergol—(120)
- Comstock International Ltd.—constructeurs de routes, gravier—(10)
- Hôpital Evelyn Memorial—(85)
- Flexon Industries Ltd.—produits de fibre de verre—(4)
- General Stone Products—pierre taillée—(20)
- Interlake Dairy Supplies—(2)
- Interlake Graphics—(9)
- Interlake Publishing Ltd.—imprimerie et édition—(12)
- Conseil scolaire Interlake—(93)
- Hydro-Manitoba—(4)
- Compagnie de téléphone du Manitoba—(6)
- Mrs. K's Food Products—pizza, spécialités alimentaires—(12)
- Bureau de poste—(5)
- Direction provinciale de la planification municipale—(6)
- Direction provinciale des routes—(14)
- Red River Co-op Ltd.—maisons préfabriquées—(10)
- Rosewood Lodge—établissement de soins pour personnes âgées infirmes—(4)
- Salkeld Duck & Goose Hatchery—produits de volaille—(2)
- Stonewall Bakery—boulangerie—(2)
- Direction de la planification de South Interlake—(2)
- Village Bakery—boulangerie—(4)
- Standard Limestone Quarries (8km à l'extérieur de la ville)—pierre taillée—(15 et 7 saisonniers).

BULLETINS

COMMUNAUTAIRES 1980

WINNIPEGOSIS

Le village de Winnipegosis est situé sur la rive ouest du lac Winnipegosis. Il se trouve sur la route 20, à 58 km au nord de Dauphin et à 381 km au nord-ouest de Winnipeg. Le service ferroviaire est assuré par le Canadien national et des camions assurent une liaison régulière avec Dauphin et Winnipeg.

Le village a pris naissance comme point de convergence de la manutention des quantités commerciales de poisson pêché dans le lac. Les 963 habitants d'aujourd'hui comptent encore dans une large mesure sur les industries primaires de la pêche et du bois.

Les entreprises industrielles qui s'établissent à Winnipegosis, y prennent de l'expansion ou font des travaux de modernisation, selon leur taille, peuvent être admissibles soit à une subvention du gouvernement fédéral au titre du Programme de subventions au développement régional ou à un prêt rémissible sans intérêt au titre du Programme de subventions aux petites entreprises rurales.

Population	Nombre d'habitants	0-19 ans	20-34	35-64	65 +
Recensement de 1961	980	38.5%	14.4%	35.2%	11.9%
Recensement de 1966	908	38.2%	13.5%	32.4%	15.9%
Recensement de 1971	895	35.8%	14.5%	31.3%	18.4%
Recensement de 1976	890	33.7%	18.5%	28.1%	19.7%
Recensement manitobain de 1979	963	31.2%	19.5%	29.9%	19.4%

Population du secteur de commerce (le village compris): 4,000 habitants.

Agents locaux de liaison

Maire: J. Ogryzlo, 656-4760

Sec.-trés.: S. Yakielashek, 656-4791, Village of Winnipegosis, B.P. 370, Winnipegosis (Man.) R0L 2G0

Parkland Regional Development Inc.

Directeur: G. E. Cooper.
638-5919 (Dauphin).

Président: J. Potoski, 638-3366 (Dauphin).

Parkland Tourist & Convention Assoc.

S'adresser à M^{me} G. Hall, 638-4987 (Dauphin).

Chambre de commerce

Président: G. Bergen, 656-4650
Sec.-trés.: P. Takashima 656-4350

Ministère du développement économique et du tourisme

Conseiller au développement régionale: S. Davidge, 638-3602 (Dauphin).

Ministère de l'Agriculture

Représentant: P. Kiez, 638-9111, poste 228 (Dauphin).
Adjoint au programme 4-H: C. Currie (Dauphin).

Taxes municipales

Millin: industriel et commercial 201.98; résidentiel: 180.53.

Taxe d'affaires: 1 p. 100 de la valeur évaluée.

Taxe spéciale: 35¢ le pied de façade pour l'asphaltage des rues, 50¢ le pied de façade pour l'eau et les égouts.

Services publics

Eau

Source: puits, Qualité: conductance spéc. 965 microsiemens. Traitement: adoucissement par contact de solides, filtre, chlore. Capacité: 108,000 gal/jour. Consommation de pointe: 25,000 gal/jour. Moyenne: 20,000 gal/jour. Tarif: 5,75 \$ les premiers 1,000 gallons; le reste, 5,25 \$ les 1,000 gallons.

Eaux d'égout

Traitement: étang (2 compartiments). Capacité: 10 acres, fonctionnant à 50 p. 100 de la capacité.

Électricité

S'adresser au représentant local d'Hydro-Manitoba ou au directeur commercial d'Hydro-Manitoba, 235, 10th St., Brandon, (Man.) R7A 4E9. Tél.: 727-0441.

Charbon

Lignite de la Saskatchewan (7,300 BTU/lb) 29,86 \$—30,11 \$ la tonne + taxe provinciale de 5 p. 100 sur le combustible.

Mazout

(167,000 BTU/lb) 80,7¢ le gallon. Offert au wagon-citerne complet, prix à négocier.

Services locaux

Protection contre l'incendie—15 bénévoles, 1 camion, 1 préposé aux pompes.

Police—2 agents à plein temps, 2 à temps partiel.

Ambulance—1.

Enlèvement des ordures—service résidentiel une fois la semaine, service commercial deux fois par semaine.

Écoles—1 école primaire, 1 école secondaire.

Églises—Catholique, Grecque orthodoxe, Témoins de Jéhovah, Mennonite, Presbytérienne, Adventistes du septième jour, Unie.

Salles d'assemblée—4. 1,000 places.

Hôpitaux—1 (22 lits).

Foyers pour personnes âgées—1 (13 lits)

Hôtels—1 (6 chambres).

Motels—1 (8 chambres).

Maisons d'appartements—1 (4 appartements).

Bibliothèques—1.

Stations de télévision—réception relais de CKYD à Dauphin, CBWT à Winnipeg.

Stations radiophoniques—Dauphin, Winnipeg, Portage

Moyens de transport

Chemins de fer: marchandises: CN, selon les besoins du trafic ferroviaire.

Camions: compagnie Winnipegosis-Camperville Freighter—3 fois par semaine à destination de Winnipeg.

Autobus: Grey Goose—service quotidien sauf le dimanche.

Avion: à l'ouest du village, 1 piste: 06-24 (1,000'×75'). S'adresser à W. Gensisky, 656-4422.

Taxi: Winnipegosis 656-4847

Loisirs

Terrain de golf, natation, curling, stade, plage, petits chalets, canotage, installations pour roulettes, leçons de danse ukrainienne, leçons de musique, hockey classe adolescents, balle molle et clubs 4-H.

Festivals—Pique-nique annuel et rentrée (en juin).

Immeubles et propriétés industrielles disponibles

Immeuble de bois vieux de 22 ans, autrefois un cinéma. Superficie: 3,000 pi. car. S'adresser à Bernard Sass, à Winnipegosis.

Statistiques locales

Magasins de détail: 16 (recensement de 1966) Ventes et recettes: 0,94 million \$ (recensement de 1966).

Établissements de service: 6 (recensement de 1966). Ventes et recettes: 0,24 million \$ (recensement de 1966).

Revenu moyen selon toutes les déclarations d'impôt, y compris la région avoisinante: 5,706,000 par an (Revenu Canada, 1978).

Services commerciaux et professionnels

Groupe de l'automobile

- Ateliers de carrosserie—1.
- Fournisseurs d'huile et d'essence en gros—2.
- Lave-autos—1.
- Marchands d'instruments aratoires—1.
- Stations-service—3.

Groupe de la construction et de la quincaillerie

- Entrepreneurs en construction—3.
- Quincailleries—2.
- Marchands de matériaux de construction—2.
- Menuiseries—1.

Groupe des marchandises générales

- Bureaux de ventes sur catalogue—1.

Groupe des aliments et boissons

- Boulangeries—1.
- Restaurants—3.
- Restaurants avec permis d'alcool—1.
- Magasins des alcools—1.
- Fournisseurs d'aliments congelés—1.
- Boucheries—2.

Groupe des meubles et appareils et accessoires ménagers

- Télévision et radio—1.

Groupe des professions libérales

- Comptables—1 (à temps partiel).
- Médecins—1.

Groupe des finances

- Banques—1.
- Caisses populaires—1.

Autres groupes

- Coiffeurs pour hommes—1.
- Salons de beauté—4.
- Salons de billard—1.
- Pharmacies—1.
- Buanderies—1.
- Nettoyeurs—1.
- Entrepreneurs électriciens—2.
- Marchands d'engrais—2.
- Élévateurs à grain—1.
- Assurances et immeuble—4.
- Plomberie et chauffage—1.

Entreprises—Principaux employeurs

- Entreprise—Produits ou services—(Nombre d'employés)
- Lakeside Boat Works—embarcations—(3)
- Marchenski Lumber Co. Ltd.—matériaux de construction, quincaillerie—(10)
- Wm. Sass—portes et fenêtres, meubles, armoires—(2)
- Winnipegosis Boat Works—embarcations—(2)
- Winnipegosis Box & Mill Work—bois de charpente, palettes, boîtes—(35)
- Hôpital de Winnipegosis—(29)
- Hôtel de Winnipegosis—(9).

ANNEXE 3**NOTE**

A Laverne

De Dale

Objet: Audiences sur l'abandon des embranchements du Manitoba.

Dix-huit audiences ont eu lieu. La décision touchant la section Erwood n'a pas encore été rendue.

Demandes d'abandon présentées par le CN et le CP:

- | | | |
|-----|-----------------------------------|------------------|
| 1. | Partie de la section Cabot | Abandon accordé. |
| 2. | Section Boissevain | Abandon accordé. |
| 3. | Partie de la section Varcoe | Abandon accordé. |
| 4. | Partie de la section Ridgeville | Abandon accordé. |
| 5. | Partie de la section Neepawa | Abandon accordé. |
| 6. | Partie de la section Pleasant Pt. | Abandon accordé. |
| 7. | Partie de la section Carman (CN) | Abandon accordé. |
| 8. | Partie de la section Carman (CP) | Abandon accordé. |
| 9. | Partie de la section Wawanesa | Abandon accordé. |
| 10. | Partie de la section Hartney | Abandon accordé. |

- | | | |
|-----|-----------------------------|---|
| 11. | Examen de la section Lenore | Abandon accordé. |
| 12. | Section Neepawa | Abandon accordé. |
| 13. | Section Rossburn | Abandon accordé. |
| 14. | Section Lyleton | Abandon accordé. |
| 15. | Section Oakland | Abandon accordé. |
| 16. | Partie de la section Erwood | EN COURS D'EXAMEN—1 ^{re} audience tenue le 16 sept. 1982, ajournée pour permettre au CN d'obtenir plus de données. Deuxième audience tenue le 25 janvier 1983. |
| 17. | Section Winnipegosis | Abandon accordé. |
| 18. | Section Inwood | Abandon accordé. |

ANNEXE 4

Le plan Pepin—Enlever leurs moyens aux collectivités rurales

Lignes ferroviaires que le CP veut abandonner

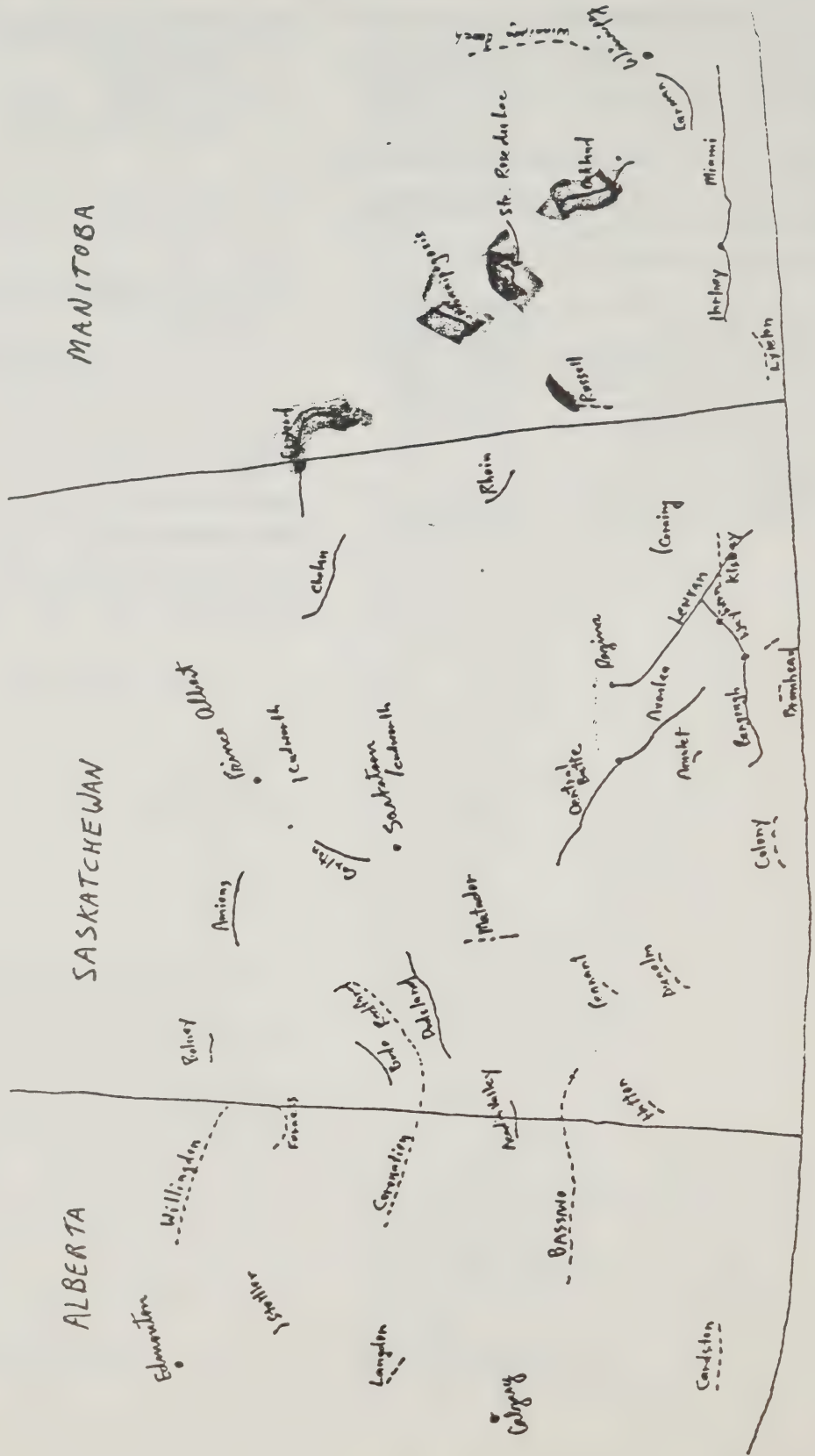
Lignes ferroviaires que le CN veut abandonner

APPENDIX 4

--- Lines CP wants to abandon

— Lines CN wants to abandon

THIS PEPIN PLAN - PULLING THE PIN ON RURAL COMMUNITIES



Estimation du trafic maritime par conteneurs Canada--Atlantique-Nord

(en milliers de tonnes métriques)

	<u>1981</u>	<u>Part en %</u>	<u>1982</u>	<u>Part en %</u>
ACL	120	2,7	170	4,5
Hapag	500	11,4	485	12,8
POL	45	1,0	120	3,2
<u>Total partiel</u>	<u>665</u>	<u>15,1%</u>	<u>775</u>	<u>20,5%</u>
TFL	110	2,5	-	-
Dart	320	7,3	-	-
<u>Total partiel, Halifax</u>	<u>1,095</u>	<u>25,0%</u>	<u>775</u>	<u>20,5%</u>
ACL	260	5,9	238	6,3
Cast	1,377	31,5	853	22,6
Sofati	-	-	35	0,9
Manchester	643	14,7	611	16,2
CP	763	17,4	716	19,0
Dart	214	4,9	517	13,7
Autres	25	0,5	30	0,8
<u>Total partiel, Montréal</u>	<u>3,282</u>	<u>75,0%</u>	<u>3,000</u>	<u>79,5%</u>
 Total, Canada--Atlantique-Nord	 4,377	 100,0%	 3,775	 100,0%

Rapport présenté à la Commission du port d'Halifax-Dartmouth
sur la participation plus avant du CN
dans les compagnies de conteneurs Cast et Sofati

Comme vous le savez sans doute, le Canadien National envisage activement de se porter acquéreur à la fois des Conteneurs Cast Ltée, une filiale d'Eurocanadian Shipholdings (Bermudes), et de la compagnie de conteneurs Sofati, société canadienne enregistrée aux Bermudes.

Il est à supposer que le CN échangerait sa participation actuelle de 18 p. 100 dans Eurocanadian, de même que des actions privilégiées de la compagnie, contre une participation de 75 p. 100 dans les Conteneurs Cast Ltée, sans aucun besoin de "nouveaux" fonds, tandis qu'il faut de deux à trois millions de dollars pour faire l'acquisition de Sofati.

L'opération Cast en elle-même serait relativement bénigne, à ce stade, puisque le CN a ramené son investissement de 62 millions \$ dans Eurocanadian à 0 \$ dans son rapport annuel de 1982.

Toutefois, à l'acquisition d'un intérêt majoritaire dans les Conteneurs Cast Ltée, si le CN devait exploiter la compagnie comme une entreprise livrant concurrence aux sociétés du secteur privé dans l'Atlantique-Nord, les conséquences défavorables suivantes s'ensuivraient.

- I. Un ou plusieurs transporteurs concurrents seront évincés du commerce maritime de l'Atlantique-Nord.

Le trafic de conteneurs de l'Atlantique-Nord aux ports canadiens (Halifax et Montréal) a connu une baisse de 14 p. 100 en 1982 et continue de diminuer en 1983. En parallèle, Cast et Sofati ont ajouté à eux deux, en une année, 100 000 nouveaux logements de conteneur à deux entrées à la capacité en conteneurs mise à la disposition du commerce Canada--Atlantique-Nord, soit une augmentation des moyens de plus de 20 p. 100 par rapport à ce qui était offert à la même époque l'an dernier.

Il en est naturellement résulté une forte pression à la baisse sur le tarif des transports maritimes, au point où dans bien des cas, les recettes ne couvrent pas les menues dépenses.

II. Un service de transports maritimes par conteneurs dans l'Atlantique-Nord dominé par le CN et sans escale aux ports américains de la côte de l'Atlantique aura besoin d'être subventionné pour soutenir la concurrence.

Pour réussir, les compagnies de transports maritimes doivent pouvoir exercer leur activité dans plusieurs secteurs commerciaux afin de compenser les pertes financières subies dans un seul secteur ou l'autre, par exemple le trafic actuel de conteneurs Canada--Atlantique-Nord.

A la différence des aéroports canadiens, à libre accès aux ports maritimes canadiens et américains tout entrepreneur ambitieux qui désire réorienter ses navires vers ce qui lui paraît être un commerce plus lucratif. De même, exportateurs et importateurs, au Canada et aux Etats-Unis, ont liberté

d'accès à tout port canadien ou américain pour les envois outre-mer.

Les très gros navires porte-conteneurs (d'une capacité de 3 000 à 4 000 conteneurs longs de 20 pieds) ont des frais d'exploitation par unité de capacité sensiblement inférieurs à ceux des navires porte-conteneurs dont la taille s'établit à 1 500 - 2 000 conteneurs (Cast).

Les très gros navires porte-conteneurs ne peuvent se rendre à Montréal en raison de la profondeur de l'eau, et ils doivent aussi s'adresser à un marché plus vaste que celui qu'offre le port de Montréal (l'Est canadien et le Midwest américain). Il n'est pas économiquement possible qu'un navire porte-conteneurs, quelle que soit sa taille, fasse escale à Montréal de concert avec des escales aux ports de la côte américaine de l'Atlantique.

Une compagnie Cast dominée par le CN ne pourra livrer la concurrence des prix aux très gros navires porte-conteneurs en exploitation sur la côte de l'Atlantique que si elle est subventionnée.

III. La nécessité de réduire au minimum les pertes financières d'une compagnie Cast dominée par le CN portera la direction de ce dernier à découper ses concurrents, dans le secteur Canada-Atlantique-Nord, d'utiliser le port d'Halifax.

A l'heure actuelle, les armateurs exploitant les gros navires porte-conteneurs entre la côte Atlantique de l'Amérique du Nord et l'Europe voient dans le port d'Halifax la porte la plus viable pour la partie destinée à l'Est canadien de leur commerce total, et font appel exclusivement à CN Rail

(il n'y a pas d'autre option ferroviaire) pour la partie de leurs marchandises non destinées aux provinces de l'Atlantique (partie qui représente 80 p. 100 de leur volume au port).

Les 20 p. 100 de leur volume au port d'Halifax destinés aux provinces maritimes ne sont pas assez importants à eux seuls pour justifier un service régulier au port.

Tous ces armateurs de gros navires porte-conteneurs, sans exception, font escale au port de New York et sont en mesure d'assurer un service sélectif au marché de l'Ontario et du Québec à partir de ce port en achetant des services de camionnage, bien que dans la plupart des cas, à l'heure actuelle le service offert par CN Rail via le port d'Halifax constitue la meilleure solution pour les volumes importants.

Le tarif applicable aux conteneurs (CN et CP Rail) de l'Association canadienne du trafic marchandises se fonde sur le volume annuel des envois par conteneurs offert à un chemin de fer, et le prix unitaire diminue en fonction de l'augmentation du volume annuel de marchandises transportées par le chemin de fer pour le compte du client transporteur par conteneurs, et inversement.

Par conséquent, la combinaison de la baisse du volume offert dans l'Est canadien (concurrence des prix livrée par Cast) et de la hausse du tarif ferroviaire (ou de la fréquence réduite du service ferroviaire) par suite

de la réduction des volumes ferroviaires, ou encore un rajustement général à la hausse des taux ferroviaires, entraîneront la cessation du service régulier des navires au port d'Halifax.

IV. La réduction du service de conteneurs de l'Atlantique-Nord au port d'Halifax nuira aux exportations canadiennes, particulièrement celles en provenance de l'Ontario et des provinces maritimes.

A l'heure actuelle, plus de 50 p. 100 des exportations par conteneurs de l'Atlantique-Nord traitées au port d'Halifax proviennent de l'Ontario, et 20 p. 100 des provinces de l'Atlantique.

L'expéditeur ontarien a le choix d'utiliser les services de l'Atlantique-Nord offerts au port de Montréal et le service de camionnage au port de New York, en plus des services offerts au port d'Halifax.

Toutefois, le service de camionnage au port de New York est la solution la plus coûteuse, et la réduction des services maritimes au port d'Halifax ne laissera en réalité que l'option du port de Montréal.

Les expéditeurs des provinces de l'Atlantique n'ont pas l'option New York et la diminution du service au port d'Halifax exigerait le transport par chemin de fer à Montréal, occasionnant des frais supplémentaires aux exportateurs des Maritimes.

V. Le gouvernement canadien propriétaire (par la voie du CN) d'une compagnie de transport maritime par conteneurs, cela sera préjudiciable

aux relations canado-américaines.

Tous les envois par conteneurs ne faisant escale qu'au port de Montréal exigent que plus de 50 p. 100 de leur volume soient des marchandises destinées au Midwest américain.

Un projet de loi visant à contrôler les mouvements des marchandises américaines par la voie des ports canadiens (HR 3637) a été présenté à la session précédente du Congrès américain mais n'a pas reçu l'appui du gouvernement Reagan en raison du fait que les services de conteneurs offerts à Montréal relèvent de l'entreprise privée.

L'Association des ports de l'Atlantique-Nord (représentant les ports américains depuis Boston jusqu'à Norfolk) a reconnu dans Cast le principal instrument du détournement des marchandises américaines via le port de Montréal et a exercé de fortes pressions à l'appui du projet de loi.

Un nouveau projet de loi a maintenant été présenté au Congrès américain et le gouvernement des Etats-Unis, sans aucun doute, sera plus favorable à son adoption s'il juge qu'un organisme du gouvernement canadien contribue à nuire aux intérêts américains.

VI. Les motifs invoqués par le CN pour exploiter une compagnie de transport maritime par conteneurs ne sont aucunement fondés, et ils sont contraires à la Loi nationale sur les transports.

A. Le CN soutient que les mouvements de marchandises assurés par Cast

sont essentiels à la rentabilité à la fois de CN Rail et de sa filiale américaine Grand Trunk Corporation, car sans ces mouvements, CP Rail, par ses liens avec le consortium Manchester Liners - Dart Containerline - CP Navires, transporterait tous les envois de conteneurs entre Montréal et le Midwest américain.

Cette thèse fait peu de cas de la facilité avec laquelle un concurrent en transport maritime par conteneurs peut s'établir à Montréal: la compagnie de conteneurs Sofati est entrée en activité dans les 30 jours qui ont suivi l'annonce de sa formation.

En second lieu, CN Rail a eu part aux mouvements de conteneurs effectués par Manchester Liners et Dart Containerline entre Détroit et Montréal, et il aurait déclaré que ces mouvements "ne sont pas rentables".

Tout récemment, jusqu'au mois d'avril 1983, CN Rail a effectué les mouvements de conteneurs dans l'Ouest canadien pour le compte de Dart Containerline.

La Loi nationale sur les transports fait de la concurrence le principal régulateur des modes de transport et l'aveu par CN Rail qu'il ne peut soutenir la concurrence des mouvements sans se porter acquéreur du client mine l'objet même de la loi.

Ce qui est le plus important, un tel aveu marque le danger inhérent qu'il y a de voir les mouvements d'une compagnie maritime rattachés à un che-

min de fer par des dispositions d'association ou de propriété; c'était là d'ailleurs la question centrale débattue au cours des audiences tenues en 1981, à Halifax, par le comité du transport par eau de la CCT touchant la proposition du Canadien Pacifique de participer au Consortium du fleuve Saint-Laurent. La décision de la CCT approuvant l'opération a été portée en appel devant le cabinet fédéral, qui ne s'est pas encore prononcé.

B. Le CN soutient que la propriété commune de modes terrestres et maritimes de transport des conteneurs offre des mesures d'efficacité dont ont besoin importateurs et exportateurs.

Cette affirmation est d'une fausseté flagrante, et elle implique que les clients actuels des chemins de fer qui sont transporteurs maritimes de conteneurs, y compris Cast, n'assurent pas le service porte à porte à leurs clients à eux.

Cette question est traitée assez en profondeur dans l'appel interjeté devant le cabinet, par la Commission du port d'Halifax-Dartmouth, de la décision de la CCT n^o WTC 2-82.

C. Le CN soutient que les pertes d'exploitation de 52 millions \$ subies par Eurocanadian pour l'année financière qui a pris fin le 31 mars 1982 n'étaient pas imputables au secteur des conteneurs, mais ont résulté du marché déprimé des marchandises en vrac; que par conséquent la mainmise sur le secteur des conteneurs d'Eurocanadian n'entraînera pas de décaissement.

A l'assemblée annuelle des actionnaires de CP Ltée, tenue le 4 mai dernier, Frederick Burbidge, président du conseil d'administration de la compagnie, a affirmé, rapporte-t-on, qu'en raison de l'excédent de capacité, "il se passera un bon moment avant qu'au CP, le transport des marchandises en vrac et le secteur des conteneurs ne deviennent rentables".

Les prédictions de M. Burbidge reçoivent généralement l'appui de dirigeants bien informés de l'industrie du transport par conteneurs de l'Atlantique-Nord.

D. Le CN soutient que même avec le monopole ferroviaire des conteneurs au port d'Halifax, il ne peut livrer concurrence aux chemins de fer américains assurant le service entre le Midwest américain et les ports de New York et de Baltimore, en raison de l'éloignement d'Halifax, et qu'il a donc besoin du service à Montréal pour les marchandises destinées au Midwest américain.

Pareille affirmation ne tient aucunement compte des aspects qualitatifs de l'exploitation des chemins de fer canadiens, qui assurent des avantages concurrentiels au CN sur les chemins de fer américains, notamment:

- des voies de communication moins fortement peuplées;
- des voies ferrées atteignant directement les quais océaniques;
- de meilleures superstructures de voie et de meilleures voies ferrées;
- des ports ferroviaires intérieurs hautement aménagés;
- le transport concurrentiel de camions conteneurs-sur-châssis à utilisateurs multiples aux ports ferroviaires intérieurs, ce qui supprime le

besoin de châssis de camions à conteneur appartenant à la compagnie maritime.

Nous estimons que les lignes qui précèdent font état avec exactitude de la situation actuelle et recommandons que nous fassions part au plus grand nombre possible de personnes des dangers que présente un CN livrant concurrence dans le secteur du transport maritime par conteneurs dans l'Atlantique-Nord.

Le directeur exécutif,

Gary H. Blaikie

Estimation du trafic maritime par conteneurs Canada--Atlantique-Nord

(en milliers de tonnes métriques)

	<u>1981</u>	<u>Part en %</u>	<u>1982</u>	<u>Part en %</u>
ACL	120	2,7	170	4,5
Hapag	500	11,4	485	12,8
POL	45	1,0	120	3,2
<u>Total partiel</u>	<u>665</u>	<u>15,1%</u>	<u>775</u>	<u>20,5%</u>
TFL	110	2,5	-	-
Dart	320	7,3	-	-
<u>Total partiel, Halifax</u>	<u>1,095</u>	<u>25,0%</u>	<u>775</u>	<u>20,5%</u>
ACL	260	5,9	238	6,3
Cast	1,377	31,5	853	22,6
Sofati	-	-	35	0,9
Manchester	643	14,7	611	16,2
CP	763	17,4	716	19,0
Dart	214	4,9	517	13,7
Autres	25	0,5	30	0,8
<u>Total partiel, Montréal</u>	<u>3,282</u>	<u>75,0%</u>	<u>3,000</u>	<u>79,5%</u>
Total, Canada--Atlantique-Nord	4,377	100,0%	3,775	100,0%

APPENDICE «TRPT - 248»

Le 14 juillet 1983
R.R. no 2
Grandview (Manitoba)
ROL OYO

Greffier du Comité permanent des transport

Monsieur le président,

Il est à mon avis très inopportun et très ironique que le gouvernement du Canada songe à abolir le tarif du Nid-de-Corbeau au moment où les revenus nets des agriculteurs chutent et où les intrants et les coûts agricoles augmentent à un rythme effarant, sans que rien ne permette de croire que les prix du grain ne fléchiront pas davantage.

Je suis d'avis que la suppression de la seule protection qu'ont jamais eue les producteurs de grain contre les coûts perméables très élevés du transport risquera de compromettre le bien-être des familles agricoles et celui d'un grand nombre d'exploitants privés. Rien ne garantit que les taux du transport ne seront pas d'ici l'an 2000 cinq fois plus élevés que le tarif actuel et rien n'indique que les prix du grain ne diminueront pas davantage. Voilà qui place le producteur du grain de l'Ouest dans une situation très précaire.

Je ne vois pas pourquoi on ne pourrait déterminer, négocier et satisfaire les besoins des sociétés ferroviaires sans toucher au tarif du Nid-de-Corbeau.

La réfection des voies de chemin de fer et le tarif du Nid-de-Corbeau sont deux questions distinctes qui devraient être traitées séparément.

Je vous prie d'agréer, Monsieur le président, l'expression de mes sentiments les meilleurs.

Arthur Morin

APPENDICE "TRPT-249"

(TRADUCTION)

Aneroid (Saskatchewan)
Boîte postale 85

Le 21 juillet 1983

Monsieur,

Je vous écris en ce qui concerne la proposition de modifier le tarif du Pas du Nid-de-Corbeau. Le plan Pépin tel que présenté est totalement inacceptable par le fermier canadien de l'Ouest.

Les tarifs du Nid-de-Corbeau doivent rester. Le plan présenté par M. Pépin est beaucoup trop coûteux et entraînera des privations pour moi personnellement ainsi que pour toutes les localités de l'Ouest.

Un petit fermier comme moi - et nous sommes nombreux dans ce cas-là - cultivant 10 000 boisseaux de blé par année, payant 1 400 \$ pour le fret selon le tarif du Nid-de-Corbeau, ne peut qu'être grevé par ce taux massif d'augmentation. D'ici 1992 on passera de 1 400 \$ à 7 000 \$, un chiffre vraiment incroyable. Durant cette période de dix ans, la petite localité d'Aneroid aura dépensé plus de 4,5 millions de dollars pour les chemins de fer, soit environ 3,75 \$ millions de plus que ce que nous aurions payé en vertu des accords de la Passe du Nid-de-Corbeau.

D'autres aspects des accords de la Passe du Nid-de-Corbeau devraient et doivent rester pour nous aider un peu à vivre. Taux de fret fixe. Aux termes du plan Pépin, les taux deviendraient variables et beaucoup trop élevés. Par conséquent, les accords de la Passe du Nid-de-Corbeau doivent demeurer inchangés.

Veuillez agréer, Monsieur, avec mes remerciements, mes salutations distinguées.

Ken Pigott

APPENDICE «TRPT-250»

B.P. 64

Deadwood (Alberta)

Messieurs,

Nous sommes très inquiets au sujet des changements proposés à l'égard du régime des taux du Nid-de-Corbeau.

Notre région englobe des terres productives qui s'étendent sur une distance de 43 milles au sud de Manning (Alberta) commençant à 25 milles au nord de Manning, elles longent la Peace River à l'est jusqu'à 25 milles à l'ouest. C'est à Manning où se trouve l'élévateur à grain le plus près. Bon nombre de cultivateurs doivent faire jusqu'à 50 milles, allée seulement. Nous-mêmes sommes situés à 31 milles du point de livraison.

Plus de 500 titulaires de permis de la région doivent se rendre aux élévateurs de Manning. Les changements que l'on se propose d'apporter auront pour effet de réduire le nombre de points de collecte. ON a proposé la région de Rycraft comme important lieu de collecte. Manning se trouve à 125 milles au nord-ouest de Rycraft. L'argent dépensé pour maintenir les voies ferrées en bon état serait consacré à l'amélioration du réseau routier, amélioration devenue nécessaire en raison de la circulation accrue. Les cultivateurs seront obligés de remplacer leurs camions par de plus gros véhicules, plus cher. Une dépense qu'un cultivateur ne peut tout simplement pas se permettre.

Par ailleurs, la région de Peace River est l'une des dernières régions productives qui demeure au stade pionnier. Chaque année, de nouvelles terres viennent accroître la production. La plafond proposé par M. Pepin est de nature à décourager les jeunes cultivateurs. Ca c'est un coût que l'on ne peut se permettre.

D'après les taux du actuels du Nid-de-Corbeau, la livraison depuis Manning nous coûte 27 cents les 100 livres. Cinq fois le taux du Nid-de-Corbeau égalent à 1, 15 \$ les 100 livres. Il n'existe aucune garantie que ce sera la dernière augmentation. Nous payons déjà les grais de transport pour tout ce que nous achetons, les tracteurs, la machinerie agricole, la nourriture, les vêtements, tout. Nous sommes les seuls éléments de la société à payer les frais de transport pour nos propres produits que nous vendons sur le marché international.

L'amélioration du réseau de fer est essentielle étant donné qu'il constitue une partie intégrante de l'économie du Canada. Cependant, les cultivateurs ne devraient pas avoir à en assumer le coût. Le grand public en général est le premier à profiter d'une saine industrie agricole. Il lui revient de la maintenir et partant d'en profiter.

Je rejette totalement tout changement au régime du Nid-de-Corbeau. En ce qui concerne la proposition du «double 80» ce n'est qu'un autre exemple du peu de souci qu'entretiennent les gouvernements provinciaux pour la ferme familiale. La ferme familiale est et sera toujours le fondement d'une société agricole. Les changements proposés ne feront que nuire davantage à la ferme familiale.

Respectueusement soumis par

Patricia A. Reinders

APPENDICE "TRPT-251"

(TRADUCTION)

Le 13 juillet 1983

Comité des transports
Chambre des communes
Ottawa. (Ontario)
K1A 0A6

A l'attention de M. Maurice Dionne, président

OBJET: PROJET DE LOI C-155 MODIFIANT LE TARIF DU NID-DE-CORBEAU

Monsieur,

Je vous informe que le Conseil municipal d'Humboldt a étudié le sujet mentionné en titre lors de sa dernière réunion, et qu'il a adopté à cet égard la résolution suivante:

"Que nous adressions au Comité des transports de la Chambre des communes une lettre l'informant que la municipalité de Humboldt s'oppose au projet de loi C-155 visant à modifier le tarif du Nid-de-Corbeau, étant donné que l'application de ce projet de loi lui imposerait une charge supplémentaire considérable pour l'extension et l'amélioration de son réseau routier."

Adoptée.....

Dans l'espoir que vous accorderez toute l'attention voulue à cette question, je vous prie de croire, Monsieur, à l'expression de mes sentiments distingués.

Le secrétaire-trésorier

Fred W. Saliken

APPENDICE «TRPT-252»

Marc A. Schindler
2724 Farriers Lane
Gloucester (Ontario)
K1T 1X8

Le 29 août 1983

M. Jesse P. Flis, député (Libéral)
(Libéral - Parkdale-High Park)
Chambre des communes
Ottawa (Ontario) K1A 0A6
Monsieur,

Merci de votre lettre du 4 août en réponse à la mienne dans laquelle je me plaignais, en tant que contribuable, d'avoir à payer les frais d'une campagne de publicité en faveur du guillottinage des taux du Nid-de-Corbeau.

Malheureusement, votre lettre ne répond pas vraiment à mes objections. Les points de vue du gouvernement ont l'habitude d'être rendus publics au moyen de communiqués qui coûtent beaucoup moins cher qu'une campagne de publicité. Il semblerait que l'impopularité grandissante de votre gouvernement vous oblige à avoir recours à ce mode de communication. C'est de très mauvais augure pour votre gouvernement.

Maintenant pour ce qui est du reste de votre lettre, vous faites erreur en ce qui concerne les faits historiques. Il est vrai qu'en vertu du contrat de 1980 le CP se doit de rentabiliser son exploitation des chemins de fer. Vous semblez convenablement passer sous silence le fait que le contrat a été conclu avec la Canadian Pacific Railway Company, ce qui n'est pas tout à fait CP Rail, une filiale du Canadien Pacifique Limitée. Anciennement, le CP avait directement droit aux subventions des terres, mais la «nouvelle» société CP Limitée, dans sa sagesse, a jugé bon de confier l'administration de ces revenus de subventions à une autre entité. Naturellement aucune clause du contrat original ne stipulait que les subventions devaient être consacrées aux frais d'exploitation, puisque de toute évidence elles devaient revenir au secteur des chemins de fer. Tel n'est pas le cas aujourd'hui. Or, c'est le CP qui a pris la décision de les séparer. Pourquoi alors les contribuables ou les cultivateurs auraient-ils à payer pour cette manoeuvre? Une manoeuvre, ajouterais-je, qui en dit long sur qui a fait preuve de plus d'astuce, le gouvernement de l'époque ou la direction du CP.

Dès 1961, la Commission royale MacPherson s'est trouvée sans mandat, le gouvernement n'ayant pas prévu la tendance à la décentralisation

corporative. Tout ce que pouvait faire la Commission MacPherson à ce moment-là c'était d'éviter de placer le gouvernement dans l'embarras. Il existe un troisième problème important que votre gouvernement refuse depuis toujours de discuter, c'est-à-dire les conséquences politiques de la question. Je ne peux m'empêcher de spéculer sur ce que des personnes comme MM. Pierre Trudeau et Jean-Luc Pepin auraient dit si le gouvernement conservateur de Joe Clark par exemple, peu représenté au Québec, avait essayé d'adopter une loi qui aurait eu comme conséquence de réduire le bilinguisme au Québec. Quelle est la différence entre cette situation hypothétique et la vôtre en ce qui concerne les taux du Nid-de-Corbeau?

Pour être juste, votre gouvernement devrait, s'il veut absolument éliminer les taux du Nid-de-Corbeau, au moins reprendre les terres subventionnées, dont les revenus constituent environ 70 p. 100 des revenus totaux du CP, et les rendre aux cultivateurs afin de les aider à concurrencer avec les cultivateurs américains. Etant donné que de toute évidence c'est impossible, la seule autre solution logique est de ne rien faire et de laisser le régime du Nid-de-Corbeau tel quel. Il sera intéressant de voir si vous vous sentez inspiré par la logique et la raison.

Veuillez agréer, Messieurs, mes distinguées salutations.

Marc A. Schindler

c.c.: MM. Lloyd Axworthy, ministre des Transports
Don Mazankowski, Député (PC - Vegreville)
Les Benjamin, Député (NPD - Regina Ouest)
Maurice Dionne, Député (L - Northumberland-Miramichi)
Jim Peterson, Député (L - Willowdale)

APPENDICE «TRPT-253»

11109, route Kalamalka
Vernon, (C.-B.)
V1B 1L8

Le 3 octobre 1983

Monsieur Maurice Dionne
Député à la Chambre des communes
Ottawa, (Ontario)

Monsieur

J'apprenais hier à la radio de Radio-Canada que vous présidiez le Comité parlementaire des chemins de fer. J'ai donc décidé de vous envoyer une copie du mémoire sur le transport ferroviaire que j'ai présenté à la Commission royale d'enquête sur l'économie.

J'avoue douter que mon mémoire puisse vraiment recevoir l'attention de hauts placés. Après tout, comment puis-je, comme simple citoyen naturalisé, connaissant un peu les chemins de fer au niveau du cantonnier, confronter mes opinions à celles d'éminents experts qui témoignent aux audiences de votre Comité. Quand même... il fallait que je dise ce que j'avais sur le coeur.

Recevez monsieur, mes salutations distinguées

Ivan Shumuk

MEMOIRE A LA COMMISSION ROYALE D'ENQUETE SUR L'ECONOMIE

Le transport par chemin de fer est un élément économique important pour presque tous les pays, tout spécialement pour le Canada à cause de ses particularités géographiques. Pour cette raison, le Canada doit s'efforcer de développer le système de transport ferroviaire le plus efficace et le plus économique possible, afin de vraiment concurrencer sur les marchés mondiaux les pays plus favorable et de répondre adéquatement à ses besoins économiques internes. Au lieu de cela, nous avons le service ferroviaire le plus coûteux et le plus inefficace de tous les pays industrialisés.

Disons d'abord que nous n'avons pas au Canada un système ferroviaire unifié mais plutôt deux systèmes principaux parallèles. Le bon vieux chemin de fer du C.P.R. a été construit il y a quelque 100 ans en réalisation d'un rêve national, mais il s'est transformé peu à peu au cours du siècle en un cauchemar national qui a eu sur l'économie un effet non pas de stimulation, mais d'étranglement. Au début, le C.P.R. devait être une entreprise privée comme une autre, c'est-à-dire une entreprise exploitée pour le profit. Par conséquent, elle donnait la priorité aux secteurs rentables sans préoccupation aucune de l'intérêt national.

Les services de transport de passagers et de transport express de colis ont été interrompus délibérément parce qu'ils étaient non rentables. Ces deux services ont été repris par le Greyhound puis par d'autres compagnies d'autobus. Il y a quelques années, on a réduit la livraison du grain à un régime de compte-gouttes, sous prétexte qu'il manquait des wagons couverts, alors que des rapports faisaient état de wagons vides et inutilisés qui étaient sur des voies d'évitement discrètes, afin de soutirer des subventions pour le matériel roulant. Les assises de la voie ferrée n'ont jamais été excellentes et petit à petit au cours des dernières décennies, on les a laissées se détériorer à un point dangereux, dans le but d'extorquer des subventions pour apporter des améliorations et installer une voie double.

Ce sont là seulement quelques exemples qui prouvent que les compagnies ferroviaires se préoccupent très peu de l'économie nationale. Le C.P.R. s'attache à servir les intérêts de ses actionnaires et à atteindre la rentabilité à tout prix. Le C.N.R. qui est une corporation de la Couronne et qui, à ce titre, a l'obligation de servir l'ensemble du pays, ne peut faire la même chose, étant donné les règles actuelles qui sont en fonction de l'«entreprise privée» et de l'objectif de rentabilité. A bien y penser, le C.N.R. réussit parfois à dépasser le C.P.R. en mauvaise gestion. Les millions de dollars qu'elle perd pour sa publicité idiote et honteuse d'autoglorification à la télévision en sont un bel exemple. En outre, ses activités minières, hôtelières et autres activités secondaires n'ont aucun rapport avec un service de chemin de fer. L'explication de ces déboires et de tant d'autres, qu'il serait trop long de mentionner, est l'aboutissement logique de l'idée de départ erronée que le service de chemin de fer peut fonctionner comme n'importe quelle autre entreprise. La notion de rentabilité

est très valable et applicable à la plupart des secteurs de l'activité économique. Toutefois, il y a des secteurs où cette notion est inapplicable ou inutile, entre autres, l'éducation, les soins médicaux et hospitaliers, le système de routes et d'autoroutes, et sans conteste, le transport par chemin de fer.

Evidemment, les ardents défenseurs de la «libre entreprise» vont crier au loup. «C'est du socialisme» affirment-ils, quoiqu'ils ne lâchent pas ce mot à propos des systèmes de routes publiques qui sont construites et entretenues par les gouvernements, qui sont payées à même les impôts et qui entrent en concurrence directe et injuste avec les chemins de fer. Comment se fait-il que la Greyhound peut offrir un service de transport de passagers plus rapide et plus abordable, avec un matériel beaucoup plus coûteux qui entraîne par surcroît, des dépenses de plusieurs fois supérieures? C'est que la Greyhound est fortement subventionnée par les contribuables, de bonnes routes lui étant fournies, cela avec des droits d'immatriculation minimes qui peuvent à peine défrayer le déneigement et sans considération du coût en capital de la construction des routes qui est bien plus élevé au kilomètre que le coût de la construction du chemin de fer.

Lorsque les chemins de fer ont refusé d'assurer le service de transport de passagers et que la société de la Couronne VIA Rail a pris la relève, celle-ci a dû payer non seulement les frais de fonctionnement (qui ont été gonflés pour qu'il y ait profit) mais aussi le loyer de la voie ferrée et du droit de passage. Alors que les autobus de la Greyhound pouvaient voyager presque gratuitement sur les routes à une moyenne de 90 kilomètres à l'heure, le train de VIA Rail pouvait rouler à peu près deux fois moins vite sur une voie ferrée instable et branlante.

On peut en dire autant du camionnage, en particulier le transport de marchandises à grande distance. Les semi-remorques qui ne sont pas chargées seulement de marchandises périssables et très coûteuses, mais aussi de toutes sortes de marchandises en vrac de peu de valeur, encombrent nos autoroutes. Le fait que l'industrie du camionnage réussit à être concurrentielle dans des domaines comme le transport de copeaux de bois à grande distance est une preuve incontestable que l'inefficacité flagrante des chemins de fer. Il y a quelques années, lorsque la Suède a acheté un gros volume de copeaux de bois de la C.-B., des flottes de camions entières ont assuré le transport de ce matériau au port Roberts Bank depuis des points aussi éloignés de Lumby (C.-B.) (600 km) et Blue River (C.-B.). Comment expliquer ce phénomène, quand le transport par chemin de fer est beaucoup plus économique en énergie et quand il faut un chauffeur pour transporter une seule camionnée de 30 tonnes, et deux ou trois personnes pour transporter 1000 tonnes par train.

Un service ferroviaire régulier, rapide et économique réduirait radicalement le coût des biens manufacturés dans les régions du centre du Canada et vendus dans l'Est et l'Ouest, assurerait un revenu raisonnable à nos agriculteurs et diminuerait les coûts de transport de toutes les autres exportations qui deviendraient ainsi plus concurrentielles et plus rentables pour les

producteurs. Cela serait non seulement avantageux pour l'économie du pays, mais réduirait également les disparités régionales et renforcerait par le fait même le sentiment d'unité nationale.

Peut-on réaliser ce beau rêve avec le système actuel? Absolument pas! Le système actuel, malgré ses tarifs-marchandises ridiculement élevés, ne peut produire suffisamment de revenu pour se maintenir. Les compagnies ferroviaires s'adressent continuellement au gouvernement pour obtenir plus de subventions et, pour justifier leur demande, elles doivent démontrer que la situation est une véritable épée de Damoclès. Ainsi, un mécanisme de découragement s'intègre au système: plus le système est efficace--plus les subventions sont difficiles à obtenir et vice-versa. Le stimulant que peut représenter la réalisation de profits ne contribue pas à promouvoir l'idée d'un placement à long terme, par exemple dans la fabrication d'assises par voies de chemin de fer de haute qualité, car ceci tend à nuire à la perspective des profits à court terme. On semble vouloir gérer le service avec le moins de capital possible afin de maximiser la marge de profit, aux dépens des normes de sécurité.

Je n'ai pas accès aux statistiques pertinentes, mais je crois fermement qu'en Europe où les chemins de fer sont exploités comme des systèmes nationaux, la fiche de sécurité est nettement supérieure à celle du Canada ou des États-Unis, tout particulièrement en ce qui a trait aux déraillements causés par des voies défectueuses dont on entend pratiquement jamais parler en Europe. Sur notre continent, ces accidents constituent une véritable épidémie. La principale cause en est l'état pitoyable de nos voies de chemin de fer.

Les progrès technologiques au cours du dernier siècle ont pris des proportions incroyables mais on semble avoir oublié de les appliquer à nos chemins de fer. Le crampon, élément clé qui retient littéralement le train sur les voies, est exactement du même type que celui que l'on utilisait il y a cent ans. La Pologne, pays sous-développé qui accuse d'importants retards a utilisé des vis de bois au lieu de crampons sur ses voies de chemin de fer, du moins aux endroits stratégiques, notamment près des joints de rails et des appareils de voies il y a de cela 50 ans. J'ai eu l'occasion de voir des chemins de fer en Allemagne pendant la guerre; les rails étaient boulonnés à des dormants d'acier, posés sur une épaisse couche de ballast. En Belgique, j'ai vu des rails boulonnés à des dormants renforcés de ciment.

Lors de mon récent voyage en voiture de Vancouver, je me suis arrêté sur la rive nord du fleuve Fraser, entre Agassiz et Hope, pour examiner une voie ferrée du C.P.R. J'ai regardé huit joints consécutifs et, à mon grand désarroi, j'ai constaté que les crampons des deux côtés de chaque joint dépassaient d'au moins deux pouces. En Europe, une telle négligence portant atteinte à la sécurité du public serait sanctionnée par un licenciement, voire même un emprisonnement; ce n'est pas le cas au Canada car le responsable n'est pas un cantonnier mais bien le Conseil d'administration de cette entreprise à son siège social à Montréal qui est à l'abri de la loi. Si cette situation

est chose courante sur un passage principal comme le Fraser Canyon, ce n'est certes pas mieux partout au pays, d'un océan à l'autre!

J'espère en avoir dit assez sur les lacunes de nos chemins de fer pour démontrer que le système actuel n'est pas viable. Il faut se demander ce qui pourrait être fait pour l'améliorer.

La dernière initiative du Gouvernement fédéral qui consiste à verser des milliards de deniers publics supplémentaires sous forme de subventions est un cataplasme sur une jambe de bois qui apportera peu de solutions. L'abolition des tarifs du Pas du Nid-de-Corbeau et le déplacement graduel de la plus grande partie du fardeau des coûts sur les épaules du céréalier canadien sont injustes et représentent un sérieux danger pour l'avenir non seulement des agriculteurs mais de l'ensemble de la population canadienne. Les agriculteurs représentent moins de 15 % de l'ensemble de la population et les céréaliculteurs ne constituent qu'une fraction de ce nombre. Par conséquent, ils ne sont pas assez nombreux pour constituer un groupe de pression. Le gouvernement en poste peut avoir tiré la conclusion illusoire qu'il peut maltraiter les derniers sans avoir à courir le risque d'être défait à cause d'eux. J'estime que cette logique est très dangereuse.

Les agriculteurs ont à faire face à d'innombrables fléaux: le climat, les mauvaises herbes, les insectes, les hauts taux d'intérêt, les coûts d'exploitation élevés et les prix mondiaux imprévisibles des céréales. Leur situation est déjà bien assez intolérable. Avec un fardeau de plus sur leurs épaules, ils abandonneront peut-être comme l'ont fait les agriculteurs des pays communistes où ils ont été traités comme des chiens. Tous peuvent en prédire l'issue. Des pays ayant une très grande superficie de bon sol arable et jouissant d'un climat tempéré qui étaient les principaux exportateurs de produits agricoles sont devenus des zones de désastre sur le plan de l'agriculture et des pays qui ne peuvent plus s'auto-alimenter. Les agriculteurs sont en règle générale des travailleurs acharnés. Croire que ces personnes pourront produire à n'importe quel prix est un grand risque car c'est exactement ce qu'ont cru les dirigeants communistes.

Le gouvernement doit inévitablement subventionner les chemins de fer du moins autant qu'il subventionne le transport routier. Il doit permettre aux entreprises ferroviaires de pouvoir construire des voies ferrées fiables et ce, aux frais de tous les Canadiens et non seulement aux frais des agriculteurs ou d'autres groupes minoritaires. Toutefois, toute subvention massive de ce genre doit être utilisée de façon à réduire les tarifs-marchandises et à offrir un service ferroviaire plus rapide et plus efficace pour l'ensemble du pays. Bien entendu, ce double objectif ne peut être atteint en vertu de notre actuel système mixte, à contrôle privé et public.

La seule solution logique serait la mise sur pied d'un seul système ferroviaire national exploité comme une société de la Couronne comptable au gouvernement. Bien entendu, il faut alors se demander comment il serait possible de nationaliser le C.P.R. Comment démolir le tabou que personne,

qu'il s'agisse des commissions royales d'enquête, des hommes politiques de la droite, de la gauche ou du centre ou de savants économistes n'a le courage de même mentionner. Un tabou est un tabou!

Pour essayer d'y voir clair, remontons à il y a environ cent ans et essayons de nous rafraîchir la mémoire, c'est-à-dire de voir comment tout cela a commencé. Les chemins de fer du Canadien Pacifique ont été construits avec l'argent de la vente d'actions ou de prêts contractés principalement en Angleterre. Le gouvernement du Canada a accordé gratuitement le droit de passage et le passage sur des terres à potentiel agricole, des droits miniers s'étendant sur des millions d'acres et des droits forestiers sur d'autres millions d'acres ont été conférés au C.P.R. dans le cadre d'une entente en vertu de laquelle l'entreprise ferroviaire s'engageait à offrir un service efficace et un taux fixe pour le transport des céréales des Prairies. L'entreprise a construit le chemin de fer et l'a exploité de son mieux, érigeant graduellement son vaste empire grâce aux dotations reçues lors de la conclusion de l'affaire. Cependant, ces biens ont été exploités individuellement par l'entremise de plusieurs filiales. L'entreprise a tiré d'importants bénéfices de ses filiales sans réinvestir cet argent pour améliorer ou moderniser la ligne de chemin de fer.

Graduellement, un paradoxe a fait son apparition. Le C.P.R. une pauvre société mère affamée quêtait constamment des subventions du gouvernement fédéral alors que ses filiales qui à l'origine devaient faire partie de l'entente ne partageaient pas leurs profits. L'aptitude qu'avait le C.P.R. à distinguer les opérations rentables des opérations non rentables ne s'arrêtait pas là. Il s'est mis à faire preuve de ce discernement pour ses exploitations ferroviaires. Les services de voyageurs, les messageries et les lignes d'embranchements ont été négligés et voilà maintenant que l'entreprise considère comme non rentables les tarifs du Pas du Nid-de-Corbeau.

A mon humble avis, le gouvernement fédéral devrait proposer d'acheter les exploitations ferroviaires pour le prix d'un dollar et soulager ainsi la pauvre entreprise de ses lourds fardeaux. En gage d'appréciation des services passés, le C.P.R. devrait pouvoir garder ses biens immobiliers, ses mines, ses plaines, ses moutons, ses hôtels et ses autres biens, à l'exception des chemins de fer et de tout ce qui s'y rattache directement. Il est grand temps que le Canada se libère de l'emprise de ce parasite colonial et prenne le contrôle de ses chemins de fer en tant que secteur vital de son économie.

Les avantages évidents d'une seule exploitation ferroviaire sont d'abord l'abolition du double emploi. On pourrait réaliser des économies s'élevant à des milliards de dollars uniquement à l'égard du passage qui sépare Kamloops de Vancouver puisqu'il serait possible de convertir presque immédiatement en une double voie les deux voies qui sont actuellement en place et qui sont exploitées séparément comme deux voies uniques par le C.P.R. et le Canadien National. On connaît l'inefficacité de cette double exploitation. D'importantes économies pourraient être réalisées à chaque échelon du système notamment en abolissant une structure administrative complète.

Même si d'importantes subventions devront continuer à être versées, elles serviront à l'économie nationale dans son ensemble plutôt qu'aux actionnaires du C.P.R.

Le principal objet de la politique gouvernementale ne devrait pas être de tirer des profits (qui tire des profits à l'égard des routes?), mais d'offrir un service ferroviaire efficace et peu coûteux qui contribuera à la santé économique du pays.

Le C.P.R. ne peut tenir en otage 25 000 000 de Canadiens éternellement. Après tout, la Compagnie de la Baie d'Hudson existait même avant que le Canada et maintenant qu'il ne s'agit plus que de la Baie, les Canadiens ne se retrouvent pas plus mal en point qu'avant. C'est peut-être le moment idéal pour que le C.P.R. ne devienne que le Canadien Pacifique. Les Canadiens s'en porteront certainement mieux.

Présenté avec respect par:

(Original signé par)

IVAN SHUMUK
11109, Lalamalka Rd.
Vernon (C.-B.)
V1B 1L8

APPENDICE «TRPT-254»

C.P. 58
MacGregor (Manitoba)

Le 29 juillet 1983

A QUI DE DROIT

On ne peut adopter qu'une position en ce qui a trait au Nid-de-Corbeau:

IL N'EST PAS NEGOCIABLE

Modifier le Nid-de-Corbeau et faire en sorte qu'il ne soit plus enchâssé dans la loi modifiera de façon dramatique la structure des petites collectivités agricoles du Canada.

Je dois reconnaître que le tarif des années 1800 ne semble pas être approprié aujourd'hui mais nous ne connaissons pas tous les faits. La semaine dernière, j'ai vu un train de 117 wagons, tous des wagons-trémies; aucun de ces wagons ne portaient le sigle du R.R. Jadis, il n'y avait que 30 wagons et chacun n'était chargé qu'à moitié et ils appartenaient au R.R. Évidemment, si l'on tient compte de ces divers facteurs, le tarif d'aujourd'hui n'est peut-être pas si exagéré.

L'année dernière, le CP a cessé le dédoublement des voies au milieu de la saison à cause d'un manque de fonds provenant du gouvernement. Son rapport annuel fait état d'un profit de millions de dollars; pourquoi affecter cet argent à la construction du chemin de fer quand les agriculteurs et le gouvernement canadien peuvent financer les travaux? Encore une fois, on fait appel à ces deux vaches laitières.

En ce moment, je paie 20 \$ pour expédier un chargement. Si les tarifs sont quintuplés, je devrai payer 100 \$, ce qui représentera 25 % de la valeur brute d'un chargement de blé. Ce n'est pas une perspective très réjouissante.

Ce n'est qu'après une étude approfondie de l'actif et du passif, à l'étranger et au Canada, du système ferroviaire, une divulgation de toutes les sociétés de portefeuille, des sociétés relevant de Shell et des autres moyens employés pour isoler les avoirs du système ferroviaire. (le concept de la diode serait plus approprié que celui de l'isolation parce qu'une diode ne permet que la circulation dans une direction), qu'on devrait songer à augmenter le tarif. Le contribuable accepterait la responsabilité de cette augmentation puisque le grain de l'Ouest est notre plus importante source de profit sur le marché étranger représentant ainsi un avantage pour tous les Canadiens.

Même alors, la Loi dans laquelle est enchâssé le tarif du Nid-de-Corbeau ne devrait pas être modifiée. L'abrogation de cette loi permettrait une plus grande manipulation du gouvernement canadien par la plus importante société canadienne, le CP, et une des plus importante société ferroviaire au monde, le CN.

Au printemps de 1981, M. Trudeau nous a assurés que le Nid-de-Corbeau ne serait modifié que si l'Ouest était d'accord. Personnellement, je ne suis pas d'accord.

Lyall W. stone

APPENDICE « TRPT - 255 »

MODIFICATION DU TARIF DU NID-DE-CORBEAU:

LE CANADA NE PEUT EN ASSUMER LES CONSÉQUENCES

Jim Thompson
Economie agricole
22:273

Au cours des dernières années, les problèmes de la manutention et du transport du grain ont atteint leur point culminant avec toute la question du tarif spécial de transport des marchandises que les agriculteurs de l'Ouest paient pour le transport du grain et de la farine à Churchill, Thunder Bay et aux ports de la Colombie-Britannique. Ce tarif a été établi par statut à partir de chiffres déterminés à l'origine, en 1897, au moment de la conclusion d'un accord entre le Canadien Pacifique Limitée et le gouvernement canadien.-- (1) Depuis lors, il fait partie intégrante de l'agriculture de l'Ouest et, par conséquent, de l'économie canadienne. En février 1982, le ministre fédéral des Transports, Jean-Luc Pepin, annonçait officiellement l'intention du gouvernement de remplacer le tarif du Nid-de-Corbeau. La controverse sur cette question s'est polarisée entre les groupes qui appuient le gouvernement fédéral et qui veulent remplacer le tarif du Nid-de-Corbeau et les groupes qui veulent le conserver. Il est nécessaire de préciser que quelques groupes pensent qu'il est important de modifier le Nid-de-Corbeau, mais ils préfèrent le statu quo au projet du gouvernement; d'autres encore croient que le Nid-de-Corbeau n'est pas négociable et proposent d'autres solutions aux problèmes de la manutention et du transport du grain. La décision de changer ou de conserver le Nid-de-Corbeau aura d'importantes conséquences sur le développement futur de l'agriculture de l'Ouest. La thèse de cet essai est que le Canada ne peut se payer les conséquences socio-économiques à court et à long terme de la modification du tarif du Nid-de-Corbeau. Le présent essai va démontrer cette thèse en expliquant brièvement les circonstances qui ont amené le tarif du Nid-de-Corbeau, la présente controverse, les propositions actuelles du gouvernement fédéral et les raisons pour lesquelles certains veulent un changement. J'expliquerai ensuite les raisons pour lesquelles il ne doit pas être modifié, les conséquences à long terme de cette modification. Je parlerai des groupes qui veulent conserver le tarif du Nid-de-Corbeau, puis je donnerai ma conclusion.

Historiquement, le tarif du Nid-de-Corbeau a longtemps joué un rôle important dans le développement et la croissance de l'agriculture dans l'Ouest. En 1867, après la Confédération, le gouvernement canadien s'est efforcé d'unifier et de bâtir la nation canadienne en suivant les grandes lignes d'une politique nationale. Les trois grandes mesures de l'époque visaient la mise en place d'un réseau de transport entièrement canadien, la colonisation de l'Ouest et l'industrialisation au moyen de tarifs privilégiés.--(2) L'immigration et la colonisation subséquente de l'Ouest dépendait dans une large mesure de la construction des voies de chemin de fer. Le gouvernement canadien aida l'entreprise privée à construire un réseau ferroviaire en lui accordant une subvention en argent d'un montant de 25 millions de dollars, l'octroi de 25 000 000 d'acres, des tronçons de voies ferrées construits par le gouvernement et ayant une valeur de 38 millions de dollars et le monopole dans l'Ouest canadien pendant vingt ans.--(3) La mise en valeur de l'Ouest empêcha l'expansion américaine dans cette région et créa un réservoir de ressources et un marché pour les capitaux de l'Est. Dès 1897, il fallu se rendre compte que les tarifs du transport des marchandises ralentissaient la croissance de la colonisation et de l'agriculture dans les Prairies. Comme l'écrivait Hedges:

C'est dans les années qui suivirent 1896 que les conditions essentielles à la réussite de la colonisation de l'Ouest canadien se trouvèrent enfin réunies. La première était un chemin de fer ou, plus exactement, un rapport plus favorable entre le prix du blé et le coût du transport.--(4)

Cela et d'autres facteurs ont amené les chemins de fer et le gouvernement canadien à conclure une entente. En 1897, le Canadien Pacifique et le gouvernement canadien signait l'accord de la Passe du Nid-de-Corbeau. Le gouvernement acceptait d'accorder une subvention de 11 000 \$ par mille au chemin de fer afin d'aider à la construction d'une nouvelle voie de Lethbridge, en Alberta, à travers la Passe du Nid-de-Corbeau jusqu'à Nelson, en Colombie-Britannique. De plus, le CP recevait de la Colombie-Britannique l'octroi d'une terre qui renfermait des réserves de coke maintenant évaluées à 4,2 milliards de dollars.--(5) En échange, le CP acceptait d'abaisser ses tarifs de transport des marchandises, ce qui signifiait:

- a) une réduction à perpétuité de trois cents par cent livres de grain et de farine à partir des points des lignes déjà existantes du Canadien Pacifique dans l'Ouest jusqu'à Fort William et des points de l'Est, la moitié de la réduction étant en vigueur le 1er septembre 1898 et le reste, le 1er septembre 1899...
- b) une réduction à perpétuité de divers pourcentages applicables à certaines marchandises des points des lignes déjà existantes du Canadien Pacifique dans l'Est du Canada vers des points de lignes déjà existantes dans l'Ouest. Les marchandises visées comprennent les outils agricoles, toutes sortes de fils de fer, de clous et de crampons, de ficelles, de papier à construction, de vitres, de peintures et d'huiles, ainsi que des meubles. Les réductions variaient entre 10 et 33 et 1/3 p. cent et étaient souvent de l'ordre du premier chiffre. Elles devaient entrer en vigueur en janvier 1898.--(6)

Le Canada et le CP ont tiré un certain nombre d'avantages de cet accord qui avait aussi pour objectif d'assurer le développement du Canada par l'exploitation minière de la Colombie-Britannique, d'accélérer la colonisation de l'Ouest et l'exportation du blé et de fournir un plus grand marché aux produits manufacturés du Centre du Canada.--(7) Il est important de souligner que cet accord n'était qu'une suite de la Politique nationale, comme Fowke l'écrivait:

Les réductions du tarif du Nid-de-Corbeau dans leur ensemble avaient, par conséquent, pour objectif de promouvoir l'expansion économique des Prairies tout en reliant cette expansion à celle de l'économie de l'Est du Canada. C'est de là que découle l'accord de la Passe du Nid-de-Corbeau, lequel contient ces réductions de

tarif, et qui doit être reconnu comme une étape de plus vers la mise en application politique nationale.--(8)

En janvier 1902, le gouvernement du Manitoba obtenait que le Canadian Northern Railway abaisse ses tarifs au Manitoba pous bas que ceux du Nid-de-Corbeau.--(9) En 1903, le CP faisait de même. Ces tarifs furent en vigueur jusqu'en 1917, année où les chemins de fer demandaient à la Commission canadienne des chemins de fer la premission d'augmenter les tarifs de 15 p. cent, en vertu de la Loi sur les mesures de guerre. En 1918, cette augmentation fut accordée et on y ajouta, plus tard dans la même année, une augmentation supplémentaire de 25 p. cent; dans l'Ouest cela comprenait déjà l'augmentation permise de 15 p. cent.--(10) Ces tarifs étaient supérieurs aux tarifs du Nid-de-Corbeau et, en 1919, on permit qu'ils soient appliqués jusqu'en juillet 1922.--(11) En 1922, l'accord de la Passe du Nid-de-Corbeau fut suspendu, mais les tarifs furent appliqués à nouveau au grain et à la farine. En 1925, le gouvernement canadien annulait tous les tarifs du Nid-de-Corbeau sur toutes les marchandises, à l'exception du grain et de la farine; de plus, ces tarifs s'appliquaient aux ports du Pacifique et de la baie d'Hudson, à tous les chemins de fer ainsi qu'à toutes les lignes construites après 1897.--(12) Depuis 1925, les tarifs du Nid-de-Corbeau pour le grain statutaire se sont appliqués au transport

- i) du grain et de la farine entre l'Ouest et Thunder Bay,
- ii) du grain et de la farine des Prairies à Westport et Armstrong, en Ontario,
- iii) du grain et de la farine d'exportation, des Prairies à Churchill,
- iv) du grain et de la farine d'exportation, des Prairies aux ports du Pacifique,
- v) des sous-produits admissibles des industries de meunerie, de distillation et de brasserie et aussi certains produits d'engraissement.--(13)

Le Nid-de-Corbeau est passé à travers ces périodes sans changement bien que le CP ait tenté plusieurs fois de le faire abolir.

Peut de tentatives sérieuses furent faites pour modifier le Nid-de-Corbeau avant la fin de la Seconde guerre mondiale. Au cours des années 30, les chemins de fer n'eurent pas à se plaindre, car les tarifs de transport de toutes les autres marchandises avaient dû baisser considérablement en raison de la dépression économique et les tarifs de transport du grain étaient demeurés stables. Les chemins de fer firent donc des profits avec des tarifs artificiellement élevés.--(14) Très souvent, les agriculteurs qui expédiaient du grain trouvaient les frais de transport plus élevés que ce qu'ils

recevaient pour leur grain; pourtant, il n'y eut pas de tentatives vraiment sérieuses pour demander une diminution des tarifs.--(15) Depuis la Seconde guerre mondiale, plusieurs commissions royales ont étudié le Nid-de-Corbeau.

En 1951, La Commission Turgeon étudiait le Nid-de-Corbeau et répondait à certaines questions au sujet des tarifs. Elle ne trouva pas que les tarifs du Nid-de-Corbeau étaient un cadeau à une seule région du Canada, mais déclara plutôt:

Quatre grandes mesures de la politique canadienne à l'égard du transport ont contribué depuis de nombreuses années à alléger le fardeau qu'imposent les immenses distances à parcourir d'est en ouest à savoir: la Loi sur les taux de transport des marchandises dans les provinces maritimes, les voies navigables sans péage du centre du Canada, les tarifs concurrentiels des chemins de fer transcontinentaux sur la côte du Pacifique et les tarifs du Nid-de-Corbeau dans les Prairies.--(16)

En ce qui a trait aux tarifs de transport des marchandises, le CP avait fait valoir auprès de la Commission que les tarifs en vigueur nuisaient à d'autres expéditeurs; toutefois, la Commission concluait:

Dans l'ensemble, nous trouvons par conséquent que rien ne vient justifier la déclaration voulant que l'exemption des tarifs du Nid-de-Corbeau cause d'insurmontables difficultés aux expéditeurs ou à une catégorie quelconque d'expéditeurs. La demande d'augmentation fondée sur cette allégation est donc irrecevable.--(17)

Par ailleurs, puisque les chemins de fer avaient déclaré que les expéditeurs en souffraient plus que les autres, la Commission trouva qu'en conséquence cela signifiait qu'il n'y avait pas grand-chose à redire à ces tarifs quant à leurs effets sur les chemins de fer.--(18) La Commission pensait aussi que le Parlement devait conserver le contrôle sur les tarifs de transport des marchandises car il lui semblait nécessaire de considérer la production du grain dans les Prairies pour l'exportation comme une industrie nécessitant une attention spéciale dans l'intérêt national.--(19)

En 1961, la Commission Macpherson adoptait une approche différente en décidant d'étudier les pertes des chemins de fer causées par les bas tarifs pour le transport du grain. Elle recommandait que les producteurs continuent à bénéficier du tarif du Nid-de-Corbeau, mais que les chemins de fer soient subventionnés par le gouvernement pour leurs pertes.--(20) De nombreuses personnes considèrent la période qui a suivi la Commission Macpherson comme un point tournant, car on a commencé à envisager les tarifs du transport des marchandises comme étant distincts des octrois de terre et de capitaux aux chemins de fer.--(21) Ses propositions quant aux subventions ne furent jamais mises en pratique et le tarif du Nid-de-Corbeau fut intégré à la nouvelle Loi nationale sur les transports de 1967.

Le fondement de la tentative actuelle visant à mettre fin au Nid-de-Corbeau fut donné par le ministre des Transports de l'époque, Otto Lang. Au début des années 70, Lang annonçait ses plans visant à éliminer le Nid-de-Corbeau et commençait à former une coalition entre les chemins de fer, les marchands et les entreprises agricoles.--(22) Les plans de Lang eurent peu de succès car les groupes de l'Ouest organisèrent une résistance généralisée à ses projets. En 1974, un économiste américain Carl Snavely, effectua à lui seul une étude pour déterminer les pertes des chemins de fer dans la manutention du grain. La Commission Snavely sur le coût du transport du grain par chemin de fer rapporta en 1976 les coûts ferroviaires pour 1974 et mit à jour ces chiffres plus tard pour 1977 et 1980. Snavely démontra des pertes considérables par les chemins de fer dans chaque étude. Les chiffres et les méthodes de calcul furent cependant mis en doute par divers groupes.--(23)

En 1977, la Commission Hall sur la manutention et le transport du grain faisait ses recommandations. Elle croyait que le gouvernement devait continuer à subventionner le transport du grain d'exportation et que le coût total, tel qu'il l'est indiqué par la Commission sur le coût du transport du grain par chemin de fer, ne doit pas être imposé au producteur.--(24) Elle suggérerait par ailleurs que la différence entre le tarif du Nid-de-Corbeau et le tarif établi à partir des coûts déterminés par la Commission sur le coût du transport du grain par chemin de fer devait être versé directement aux chemins de fer et non à l'agriculteur.--(25)

Pendant la courte vie du gouvernement conservateur, le ministre des Transports, Don Mazankowski, élaborait une stratégie visant à modifier le Nid-de-Corbeau de manière à plaire à l'Ouest. Cette tentative amena la création d'un nouveau groupe nommé la Prairie Farm Commodity Coalition, groupe formé par le Palliser Wheat Group.--(26)

La bataille au sujet du Nid-de-Corbeau se poursuivit avec le retour au pouvoir du gouvernement libéral. Le nouveau ministre des Transports, Jean-Luc Pepin, de même que Hazen Argue, nouveau ministre de la Commission du blé, commencèrent le processus en 1980, en ayant recours au «Fonds de développement de l'Ouest» afin d'attirer les coopératives de l'Ouest en offrant une part des entreprises pétrolières en échange de leur appui pour la négociation du Nid-de-Corbeau.--(27) La Saskatchewan Wheat Pool, par exemple, avait déjà accepté l'idée de négocier le Nid-de-Corbeau, tout comme la Western Agricultural Conference l'avait fait un peu plus tôt cette même année.--(28)

A Winnipeg le 8 février 1982, Pépin annonçait l'intention du gouvernement de modifier le tarif du Nid-de-Corbeau. Un processus de consultation, présidé par l'économiste Clay Gilson, devait avoir lieu en vue de négocier une entente entre les chemins de fer et les groupes agricoles.--(29) Le 28 juin 1982, le rapport Gilson était publié et mal reçu de divers groupes agricoles. Le 1er février 1983, Pépin annonçait le projet du gouvernement d'appliquer les modifications au Nid-de-Corbeau. Sa proposition ne fit qu'intensifier l'opposition qui s'était manifestée depuis lors à l'égard d'une modification du Nid-de-Corbeau. Depuis, Pépin a apporté un certain

nombre de modifications à son projet dans l'espoir d'obtenir des appuis, mais elles n'ont eu que peu d'effets. Il est fort probable que Pepin déposera cette mesure législative controversée devant le Parlement d'ici quelques mois.--(30)

Le projet actuel contient une bonne partie des recommandations du rapport Gilson dont:

... pour quatre ans, l'engagement du gouvernement fédéral de dépenser 3,7 milliards de dollars; la promesse des deux sociétés de chemin de fer d'investir 16,5 milliards de dollars dans le réseau ferroviaire d'ici 1992; la création d'un nouvel organisme de transport du grain à Winnipeg chargé de surveiller et de faire respecter les normes de rendement fixées pour les chemins de fer; et un programme de recherche ainsi que des stimulants visant à développer la croissance agricole et industrielle dans tout le pays.--(31)

Ceux qui appuient la modification du Nid-de-Corbeau ont donné un bon nombre de raisons pour expliquer leur position. Le rapport Gilson les résume comme suit:

Les producteurs aussi ont dû assumer de nombreux coûts indirects et subir bon nombre de désavantages. Les coûts que représente pour les producteurs la détérioration du réseau ferroviaire (surtout évidents depuis la décennie des années 70) sont ceux des ventes différées du grain d'exportation, des frais élevés de surestaries et les coûts croissants d'entreposage sur les exploitations agricoles. De plus, les tarifs du grain statutaire ont entraînés des effets néfastes sur les industries de l'élevage et la trituration du canola dans les Prairies.--(32)

A travers le changement, ceux qui appuient l'initiative du gouvernement croient que tous les problèmes de la manutention et du transport du grain seront résolus. Le gouvernement assure que son plan renforcera et diversifiera l'économie agricole du Canada. Le barème révisé du tarif éliminera les obstacles à la production des animaux d'élevage et de récoltes particulières ainsi qu'à la transformation des aliments dans l'Ouest du Canada.--(33)

Il y a un bon nombre de raisons contre la modification du Nid-de-Corbeau et elles sont de loin supérieures à tout avantage qui pourrait en découler. Tout d'abord, il est douteux que les avantages mentionnés par le gouvernement viennent d'une modification au Nid-de-Corbeau. Comme l'affirmait Leo Kristjanson, les problèmes inhérents au transport et à la manutention du grain ne seront pas résolus par l'abolition du tarif du Nid-de-Corbeau.--(34) Jusqu'à maintenant, les chemins de fer tiennent le Nid-de-Corbeau en rançon en laissant se détériorer leurs embranchements et leur matériel roulant.--(35) Un

tarif plus élevé ne veut pas nécessairement dire que les chemins de fer vont rénover le réseau car ils ont un marché fermé.--(36) Il semble évident que:

Ces sociétés trouvent plus de profit à investir leur revenu dans d'autres entreprises plutôt que de l'injecter dans l'amélioration du réseau ferroviaire. Le transport du grain est un moyen idéal pour les chemins de fer de faire de l'argent avec un réseau en mauvais état; ils ont fonctionné avec une mentalité d'«abandon des affaires» pendant des années, pourquoi changeraient-ils?--(37)

Le gouvernement déclare que l'industrie de l'élevage dans l'Ouest va connaître un essor, que les ventes d'exportation vont augmenter. Il oublie les faibles prix du bétail et l'effet probable de tarifs d'importation plus élevés sur les produits agricoles canadiens. Nombreux sont ceux qui pensent que l'élimination du Nid-de-Corbeau n'aura pas grand effet et que les augmentations prévues sont surévaluées.--(38) Un cabinet américain d'experts-conseil, Chase Econometrics, qui a analysé ce qui se produirait si le rapport Gilson était mis en application, en a conclu que le prix du bétail n'augmenterait que très peu à court terme.--(39)

Les agriculteurs se trouvent déjà dans une situation économique difficile (coûts croissants, taux élevés d'intérêt et faibles prix) et ne peuvent se permettre de payer plus cher pour expédier leur grain. Les faillites agricoles sont de plus en plus nombreuses; le Syndicat national des cultivateurs a estimé qu'au Manitoba près de 25 p. cent des agriculteurs ont de graves difficultés financières. Dans le passé, le tarif du Nid-de-Corbeau a agi comme stabilisateur pour les agriculteurs dont les coûts augmentaient et dont les produits se vendaient à des prix fluctuants. L'agriculture de l'Ouest est avant tout une industrie d'exportation et le tarif du Nid-de-Corbeau permettait aux agriculteurs de concurrencer les prix mondiaux.

L'abandon du Nid-de-Corbeau entraînera une centralisation de la manutention du grain et une dépopulation des régions rurales. Dans cette optique, le gouvernement, les chemins de fer et l'agrotechnie tentent de se débarrasser de toutes les méthodes ordonnées de commercialisation pour faire place à une agriculture hautement centralisée et fortement capitalisée.--(40) Comme le suggérait Emmett Hall, une fois le Nid-de-Corbeau aboli ce sera au tour de la Commission canadienne du blé. Les groupes susmentionnés bénéficieront des plans visant à transformer dans l'Ouest un système relativement décentralisé de propriétés agricoles fondées sur la famille en un système hautement centralisé et concentré d'entreprises agricoles.--(41)

La modification du Nid-de-Corbeau mettra fin au concept des taux fixes et de tarifs égaux à distances égales. Un tarif variable permettra aux chemins de fer d'abandonner les lignes les plus coûteuses, forçant ainsi les agriculteurs à transporter le grain par camions sur de longues distances vers de grands terminaux intérieurs.--(42) L'économiste Carl Snavely a dit que le résultat inéluctable de l'élimination du tarif du Nid-de-Corbeau sera un plus

petit nombre d'exploitations familiales et une manutention plus centralisée du grain.--(43)

La plupart des études se sont focalisées sur les pertes des chemins de fer en oubliant l'agriculteur. Une étude effectuée par Fleming et Uhm suggère que:

Le paiement que les producteurs reçoivent pour le grain d'exportation ne comprend pas les frais de transport de silo; par conséquent, une augmentation du tarif ferroviaire aura pour effet d'accroître les coûts puisque les coûts de livraison seront plus élevés si le producteur doit faire transporter son grain par camion sur de longues distances.--(44)

Une conclusion importante de leur étude est que le revenu net des petits producteurs sera plus touché par le tarif de transport des marchandises et les projets de normalisation des embranchements que celui du gros producteur.--(45) Assumer ces coûts accrus peut signifier que l'agriculteur se verra forcer de pratiquer la monoculture et la spécialisation au détriment à long terme des sols.--(46) La modification du Nid-de-Corbeau touchera éventuellement tout le monde par les impôts qu'il faudra lever pour la réfection des routes s'il y a de plus en plus de camions qui circulent par exemple. Comme Darlène Henderson, présidente du Syndicat national des cultivateurs, le disait:

Avec la chute du revenu agricole, des villes et des villages disparaîtront à mesure que les gens se déplaceront vers les grands centres. La baisse des services sociaux et commerciaux entraîne un déclin de la qualité de la vie dans les collectivités rurales.--(47)

La fin du tarif du Nid-de-corbeau signifiera la disparition de l'exploitation familiale que nous tentons désespérément de maintenir aujourd'hui.

De nombreuses personnes croient que la conservation du tarif du Nid-de-Corbeau est un engagement historique, une partie de l'accord de Confédération pour l'Ouest. Dans le passé et encore de nos jours, il a été dans l'intérêt national de conserver le tarif du Nid-de-Corbeau, comme l'écrivait Brownlee:

On invitait les colons à s'établir comme producteurs de grain d'exportation... loin à l'intérieur du continent à des distances allant de 400 à 1 200 milles du point de commercialisation le plus proche, Lakehead... Ils avaient besoin de garanties contre des tarifs trop élevés de transport des marchandises vers leur point de transfert aux navires. Cette garantie dont avait besoin le futur colon fut donnée dans l'accord de la Passe du Nid-de-Corbeau conclu en 1897 entre le gouvernement du Canada et la société de chemins de fer Canadien Pacifique... Le tarif statutaire du grain... fut conçu

et... conservé à des fins nationales, pour le bénéfice du pays tout entier. L'objectif était de créer et de conserver dans les Prairies une grande industrie de production de grain pour l'exportation. Sans de tels tarifs et sans une garantie de continuité, l'industrie n'aurait pu contribuer, comme elle l'a fait et comme elle le fait encore, au bien-être national et à l'ensemble de l'économie canadienne.--(48)

Il a été souligné à plusieurs reprises que le CP avait largement été indemnisé par les concessions et les octrois qu'il a reçus du gouvernement au cours des années. Au lieu d'en vouloir plus, les chemins de fer devraient commencer à remplir leurs obligations et offrir un meilleur service. Il a aussi été mentionné que vers 1990, le transport du grain ne représentera plus que 11 p. cent de tout le trafic ferroviaire.--(49) Si les chemins de fer perdent de l'argent dans le transport du grain les livres ne le montrent pas. En 1980, le Canadien National a déclaré des bénéfices après impôt de 192 700 000\$ et le Canadien Pacifique de 121 600 000\$.--(50) (Le Canadien Pacifique Limitée avait des bénéfices de 583 200 000\$.) Il faut comprendre que l'industrie du grain dans les Prairies joue un rôle important dans la santé économique de tout le Canada. Tous les coûts de subvention du transport ont été remis au peuple canadien au centuple.--(51) Le sentiment de nombreux agriculteurs de l'Ouest est bien exprimé dans un éditorial du Union Farmer qui se lit comme suit:

Étant donné les énormes sommes de deniers publics qui ont servi à bâtir les empires commerciaux des sociétés ferroviaires et la nature hautement rentable de leurs opérations, il est raisonnable de croire qu'elles sont suffisamment stables financièrement pour survivre sans saigner à blanc les agriculteurs des Prairies en éliminant le tarif du Nid-de-Corbeau.--(52)

Toute cette campagne visant à modifier le tarif du Nid-de-Corbeau n'est en fait qu'une gigantesque manipulation des médias par le gouvernement pour faire croire au public que la modification du Nid-de-Corbeau est synonyme de solution aux problèmes de la manutention et du transport du grain.--(53) Comme le fait cependant remarquer le Syndicat national des cultivateurs, il s'agit de deux choses complètement différentes. Le gouvernement a d'autres choix que la modification du tarif du Nid-de-Corbeau. Le NPD, par exemple, a fait part d'un projet qui vise:

- à utiliser les fonds disponibles du projet Pépin pour créer 485 000 emplois dans la construction ferroviaire, les manufactures et les industries de l'acier;
- à conserver le tarif statutaire de la Passe du Nid-de-Corbeau pour le transport du grain des agriculteurs;
- à améliorer le service ferroviaire plutôt qu'encourager sa détérioration et l'abandon des lignes;
- à détenir des actions en retour de l'investissement public dans le réseau ferroviaire de la Canadien Pacifique Limitée;

à assurer une amélioration du service ferroviaire dans toutes les régions du Canada, y compris les régions oubliées par Pépin.--(54)

Le Premier ministre Trudeau a déclaré qu'il n'y aurait aucune modification au Nid-de-Corbeau tant qu'il n'y aura pas unanimité dans l'Ouest sur cette question. Au cours des deux dernières années, une opposition concertée s'est généralisée à l'égard de toute modification au tarif du Nid-de-Corbeau. Les groupes et les organismes qui appuient maintenant la rétention du Nid-de-Corbeau comprennent la liste suivante:

- L'Assemblée législative de la Saskatchewan à l'unanimité
- L'assemblée législative du Manitoba à l'unanimité
- Trois pools du blé des Prairies (pétition récente de 108 000 noms)
- Le syndicat national des cultivateurs
- La Fédération agricole de la Saskatchewan
- La Fédération canadienne de l'agriculture (85% contre le changement)
- L'Union des municipalités du Manitoba
- L'Association des municipalités rurales de la Saskatchewan
- L'Association des districts municipaux et des comtés de l'Alberta
- Le NPD fédéral
- De nombreux députés de l'Assemblée législative du Québec
- Des libéraux provinciaux et des péquistes du Québec
- L'Union des producteurs agricoles
- Les Coopératives fédérées

Dans les quelques prochains mois l'avenir de l'agriculture canadienne sera décidé par ce qui arrivera au tarif du Nid-de-Corbeau qui auraient pour effet de rebâtir notre système de manutention et de transport du grain. Il faut tout d'abord sauver le Nid-de-Corbeau puis le contrôle social et la propriété publique du réseau de manutention du grain devront être repris en mains pour garantir que les services passeront avant les profits.--(55) Modifier le tarif du Nid-de-Corbeau sonnera le glas de l'agriculture telle que nous la connaissons; la fin de l'exploitation familiale et un mouvement accéléré vers une économie orientée vers une agrotechnie à forte capitalisation. En conclusion, ni l'Ouest, ni le Canada ne peuvent se payer les effets socio-économiques découlant de la modification du Nid-de-Corbeau.

NOTES

1. S.N. Kulshreshtha et D.G. Devine, «Historical Perspectives and Propositions on The Crownest Pass Freight Rate Agreement», Canadian Journal of Agricultural Economics, Vol. 29, no 2, juillet 1981, p. 76.
2. Donald V. Smiley, de., The Rowell/Sirois Report/Book I, Toronto, McClelland and Stewart, 1970, p. 162.
3. Harold A. Innis, Problems of Staple Production in Canada, Toronto, Ryerson Press, 1933, p. 24.
4. James B. Hedges, Building the Canadian West, The Land And Colonization Policies of the Canadian Pacific Railway, New York, Macmillan, 1939, p. 126.
5. «Pepin Letter to Prairie Producers Distorts Facts - NFU», Manitoba Co-operator, 8 avril 1982, p. 13.
6. Gouvernement de la Saskatchewan, Mémoire présenté à la Commission royale sur les transports: An Historical Analysis Of The Crow's Nest Pass Agreement and Grain Rates: A Study in National Transportation Policy, Régina, Imprimeur de la Reine, 1977, p. 9.
7. Saskatchewan, Transportation Agency, The Crow Rate and National Transportation Policy, Régina, Imprimeur de la Reine, 1977, p. 2.
8. Gouvernement de la Saskatchewan, Mémoire présenté à la Commission royale sur les transports, 1961, p. 10.
9. Idem, p. 37
10. Idem. p. 38
11. Idem, p. 38
12. Robert Chodos, The CPR, A Century of Corporate Welfare, Toronto, James Lewis and Samuel, 1973, p. 67.
13. Kulshreshtha et Devine, p. 76.
14. Terry Pugh, «The Political Economy of the Crow Rate», Union Farmer, octobre 1982, p. 9.
15. Gouvernement de la Saskatchewan, Mémoire présenté à la Commission royale sur les transports, 1961, p. 41.
16. Idem, p. 44

17. Idem, p. 44
18. Idem, p. 45
19. Chodos, p. 68
20. Idem, pages 68 et 69.
21. Pugh, p. 9.
22. Idem, p. 9.
23. Barry Wilson, «Crow change will de-people the farms, says Snively», Western Producer, 21 avril 1983, p. A31.
24. Commission Canadienne sur la manutention et le transport du grain, Rapport: Grain et chemin de fer dans l'Ouest canadien, commissaire en chef: Emmett Hall, Ottawa, 1977, p. 336.
25. Idem, p. 337.
26. Research, Action and Education (RAE) Centre, «Will the Crow got»? Canadian Dimension, Vol. 15, no. 5, avril 1981, p. 29.
27. Idem, p. 30.
28. Idem, p. 31.
29. Adrian Ewins, «Stories galore in 3 years of stalking the Crow», Western Producer, 3 février 1983, p. A5.
30. Barry Wilson, «The Crow package: what Pepin has in mind», Western Producer, 3 février 1983, p. 1.
31. Idem, p. 1.
32. Canada, Transport du grain de l'Ouest, rapport sur les consultations et les recommandations, par J.C. Wilson, Ottawa, 1982, p. 32.
33. Gouvernement du Canada, Transport dans l'Ouest et initiative complémentaire, (Résumé), Ottawa, 1983, p. 1.
34. Pugh, p. 8.
35. Idem, p. 9.
36. Idem, p. 9.
37. Idem, p. 11.

38. H.G. Coffin, «Western Canadian Agriculture to 1990: Blueprint or Mirage?», Canadian Journal of Agricultural Economics, Vol. 29,
39. Union Farmer, «Study adds fuel to Crow rate debate», novembre 1982, p. 5.
40. Pugh, p. 8.
41. Idem, p. 8.
42. Bob Phillips, «Open door to variable rates serious blow for producers», Western Producer, 31 mars 1983, p. A6.
43. Wilson, Western Producer, 21 avril 1983, p. A31.
44. M. S. Fleming et I.H. Uhm, «Economies of Size in Grain Farming in Saskatchewan and the Potential Impact of Rail Rationalization Proposals», Canadian Journal of Agricultural Economics, Vol. 30, no 1, mars 1982, p. 2.
45. Idem, p. 17.
46. Phillips, p. A6.
47. Pugh, p. 9.
48. Kulshreshtha et Devine, p. 76.
49. «Pepin Letter to Prairie Producers Distorts Facts - NFU», Manitoba Co-operator, 8 avril 1982, p. 13.
50. Idem. p. 13.
51. Bob Phillips, «Opposition to Pepin plan worrying Ottawa officials», Western Producer, 24 mars 1983, p. A6.
52. Union Farmer, «Railways rub shoulders with oil patch heavys», novembre 1982, p. 4.
53. Manitoba Co-operator, «NFU says Federal Plan Threat to Family Farm», 16 décembre 1982, p. 10.
54. NPD, Rapport d'Ottawa, «Rebuild Railways, keep the Crow», Ottawa, 11 mars 1983.
55. Research Action and Education (RAE) Centre and One Sky, (Numéro conjoint), «Showdown at Crownest Pass», octobre 1982, p. 13.

BibliographieJournaux

Brandon Sun, plusieurs numéros entre septembre 1982 et avril 1983.

Manitoba Co-operator, janvier 1982 - avril 1983.

Russell Banner, janvier 1982 - avril 1983.

Union Farmer, juin 1982 - mars 1983.

Western Producer, numéros en 1981, janvier 1982 - avril 1983.

Winnipeg Free Press, plusieurs numéros entre septembre 1982 et avril 1983.

Livres, pamphlets et périodiques

Abouchar, A. An Economic analysis of the Hall Commission report. Toronto: Ontario Economic Council, 1977.

Conseil de la recherche en économie agricole du Canada. Les avantages et les inconvénients de la politique sur le transport du grain de provende. Ottawa, 1970.

Anderson, W.J. «Western Canadian Agriculture to 1990: A Review.» Canadian Journal of Agricultural Economics, Vol. 29, No 2, juillet 1981, pages 109-116.

Britnell, G.E. The Wheat Economy. Totonro: University of Toronto Press, 1939.

Brown, Robert, Craig., and Cook, Ramsay. Canada 1896-1921, A Nation Transformed. Toronto: McClelland and Stewart, 1974.

Burley, Kevin, H., ed. The Development of Canada's Staples, 1867-1939: A Documentary Collection. Toronto: McClelland and Stewart, 1970.

Canada. Commission royale sur le transport. Mémoire conjoint des gouvernements des provinces de l'Alberta, de la Saskatchewan et du Manitoba: Crow's nest pass rates on grain and grain products. Ottawa, janvier 1950.

Canada. Gouvernement. Le tarif du Nid-de-Corbeau. Supplément spécial au Brandon Sun.

Canada. Gouvernement. Transports dans l'Ouest et initiative complémentaire. (Résumé), Ottawa, 1983.

- Canada. Commission sur la manutention et le transport du grain. Rapport: Grain et chemin de fer dans l'Ouest canadien, Emmett Hall. Ottawa: 1977.
- Conseil des grains du Canada. Situation de l'industrie: manutention et transport du grain. Winnipeg, 1973.
- Canada. Transport du grain de l'Ouest, rapport sur les consultations et les recommandations, J.G. Gilson, Ottawa, 1982.
- Chodos, Robert. The CPR, A Century of Corporate Welfare. Toronto: James Lewis and Samuel, 1973.
- Coffin, H.G. «Western Canadian Agriculture to 1990: Blueprint or Mirage?» Canadian Journal of Agricultural Economics, Vol. 29, No 2, juillet 1981, pages 117 à 130.
- Currie, A.W. «Freight Rates On Grain In Western Canada.» Canadian Historical Review, Vol. 21, mars 1940, pages 40 à 55.
- Currie, A.W. «Freight Rates and Regionalism.» Canadian Journal Of Economics and Political Science, Vol. 24, No 4, novembre 1948, pp. 427-440.
- Currie, A.W. Economics of Canadian Transportation. Toronto: University of Toronto Press, 1954.
- Conseil économique du Canada. Rapport technique no 15. The Emergence of the Regulatory State In Canada 1867-1939, par Carman D. Baggeley. Ottawa, 1981.
- Eisler, Dale., and Carlyle-Gordge, Peter. «Bidding farewell to the old Crow.» Maclean's, Vol. 96, No 7, 14 février 1983, pp. 18-19.
- Eisler, Dale. «Real farmers don't eat crow.» Maclean's, Vol. 96, No 11, 14 mars 1983, p. 12.
- Fleming, M.S., and Uhm, I.H. «Economies of Size in Grain Farming in Saskatchewan and the Potential Impact of Rail Rationalization.» Canadian Journal of Agricultural Economics, Vol. 30, No 1, mars 1982, pages 1 à 20.
- Glazebrook, G.P. deT. A History Of Transportation In Canada. (2 volumes) Toronto: McClelland and Stewart, 1964.
- Gordon, S.E. «Lang braves wrath of grain growers.» Financial Post, 16 novembre 1974, p. C2.
- Gordon, S.E. «Grain farmers are determined to be masters of their freight.» Financial Post, 28 juin 1975, pages 28 à 32.

- Gray, James, H. Boomtime, Peopling the Canadian Prairies. Saskatoon: Western Producer Prairie Books, 1979.
- Harrison, F. «Government not yet ready to go on the Crow.» Financial Post, 26 avril 1980, p. 56.
- Harrison, F. «Freight-rate fight: Will the Crow meet its match in the Beaver?» Financial Post, 8 août 1981, p. 11.
- Hedges, James, B. Building the Canadian West, The Land and Colonization Policies of the Canadian Pacific Railway. New York: Macmillan, 1939.
- Hodge, Gerald. «Branch Line Abandonment: Death Knell for Prairie Towns.» Canadian Journal of Agricultural Economics, Vol. 16, No 1, février 1968, pages 54 à 70.
- Hoeschen, S. «Holy crow under attack.» Financial Post, 7 avril 1979, p. 10 sup.
- Hoeschen, S. «Reactions vary over Pepin's framework.» Financial Post, 13 février 1982, p. 3.
- Innis, Harold, A. Problems Of Staple Production In Canada. Toronto: Ryerson Press, 1933.
- Innis, Harold, A. A History Of The Canadian Pacific Railway. Toronto: University Of Toronto Press, réimpression 1971.
- Jackson, B. «Would unregulated freight rates work?» Financial Post, 8 mars 1975, p. 31.
- Kerr, T. C. An Economic analysis of the feed freight assistance policy. Ottawa, Conseil de la recherche en économie agricole du Canada, 1966.
- Kulshreshtha, S.N., and Devine, D.G. «Historical Perspectives and Propositions on The Crownest Pass Freight Rate Agreement.» Canadian Journal of Agricultural Economics, Vol. 26, No 2, juillet 1978, pages 72 à 83.
- Lerohl, M.L. «The Canada West Report--Recipe for Western Agriculture?» Canadian Journal of Agricultural Economics, Vol. 29, No 2, juillet 1981, pages 131 à 140.
- Mackintosh, W.A. The Economic Background of Dominion-Provincial Relations. Edited by J.H. Dales. Toronto: McClelland and Stewart, 1964.

- Martin, F. Larry., and Devine, D. Grant., and Kulshreshtha, Surendra, N. «Centralized Prairie Grain Collection: Savings Related to Market Efficiency.» Canadian Journal of Agricultural Economics, Vol. 26, No 2, juillet 1978, pages 18 à 34.
- Mason, Greg. «The Grain Handling and Transportation Commission.» Canadian Public Policy, Vol. 4, No 2, printemps 1978, pages 235 à 245.
- Mathias, Philip. «Against The Grain.» Saturday Night, juillet 1982, pp. 9-11.
- McDougall, John, Lorne. «The Relative Level of Crow's Nest Grain Rates in 1899 and 1965.» Canadian Journal of Economics and Political Science, Vol. 32, No 1, février 1966, pages 46 à 54.
- Morton, W.L. The Progressive Party In Canada. Toronto: University Of Toronto Press, 1950.
- Syndicat national des cultivateurs, NFU Crow Rate Policy, feuillet, 1982.
- Syndicat national des cultivateur, The Crow and Pepin Reform, feuillet, 1983.
- NPD, Rapport d'Ottawa. «Rebuild Railways, Keep the Crow.» Ottawa: 11 mars 1983.
- Nunn, Thomas. «Gilson spreads grain freight costs.» Financial Post, 3 juillet 1982, p. 3.
- Phillips, R.H.D. «Challenge for Growth-An Agri--Food Strategy for Canada: A review from a Western Farm Perspective.» Canadian Journal of Agricultural Economics, Vol. 30, No 2, juillet 1982, pages 107 à 114.
- Research, Action and Education (RAE) Centre. «Will the crow go?» Canadian Dimension, Vol. 15, No 5, avril 1981, pages 24 à 32.
- Research, Action and Education (RAE) Centre and One Sky. (Numéro conjoint) «Showdown at Crowsnest Pass.» Octobre 1982, pages 20, 21, 16, 13.
- Saskatchewan, Gouvernement. Mémoire présenté à la Commission royale sur les transports: An Historical Analysis of the Crow's Nest Pass Agreement and Grain Rates? A Study In National Transportation Policy. Regina: Queen's Printer, 1961.
- Saskatchewan. Transportation Agency. The Crow Rate and National Transportation Policy. Regina: Queen's Printer, 1977.
- Smiley, Donald, V., ed. The Rowell/Sirois Report/Book I. Toronto: McClelland and Stewart. 1970.

Studnicki-Gizbert, K.W., ed. Issues in Canadian Transportation Policy.
Toronto: Macmillan, 1974.

«Transportation tirade: between the Economic Council and the Hall report, the West can make a case against the railway rates.» Financial Post, 25 juin 1977, p. 12 sup.

Tyrchniewicz, E.W., and Tangri, OM, P. «Grain Transportation in Canada: Some Critical Issues and Implications for Research.» Canadian Journal of Agricultural Economics, Vol. 16, No 1, février 1968, pages 85 à 97.

United Grain Growers. Mémoire présenté à la Commission royale sur les transports: In defense of the Crow's Nest Pass grain rates, Ottawa, 8 septembre 1960.

White, Charles A. «Ambush at Crownest Pass.» Canada and The World, mars 1983, p. 9.

Wilson, William, W., and Tyrchniewicz, E.W. «Pricing of Rail Branch Line Services.» Canadian Journal of Agricultural Economics, Vol. 30, No 3, novembre 1982, pages 273 à 284.

Wood, Louis, Aubrey. A History Of Farmers' Movements In Canada, The Origins And Development of Agrarian Protest 1872-1924. Toronto: University Of Toronto Press, 1975.

Zwarun, Suzanne. «Gunning for a new Crow.» Maclean's, 16 mars 1981, pp. 29-30.

Zwarun, Suzanne. «A long-sought compromise on the Crow.» Maclean's, 12 juillet 1982, pages 9 à 11.

APPENDICE «TRPT-256»

(dactylographié à partir
d'une lettre manuscrite)

Leross (Saskatchewan), le 19 juillet 1983.

Mémoire du Comité mixte de Kelliher, Leross et Lestock
au Comité des transports de la Chambre des communes

Monsieur le président,
Messieurs les membres du Comité,

Nous apprécions cette occasion qui nous est offerte d'exposer notre point de vue sur le Projet de loi C-155.

Le comité mixte est composé de membres de groupes et organismes de la région préoccupés par la survie de l'entreprise agricole familiale et des villages qui desservent la communauté agricole. Ce comité représente presque tous les gens qui habitent dans ces trois villages de la Saskatchewan et les alentours.

Bien que nous admettions qu'il faille améliorer le réseau de transport ferroviaire, nous ne sommes pas d'accord avec la méthode proposée au Projet de loi C-155 pour financer cette amélioration. Nos principales préoccupations sont les suivantes:

- 1) l'abolition d'un TAUX FIXE pour les producteurs de grain, ce qui entraîne une augmentation des coûts pour les producteurs et une perte d'argent pour les collectivités;
- 2) aucune garantie à l'effet qu'on appliquera les mêmes taux pour des distances équivalentes; les taux variables entraîneront l'abandon des embranchements et la fermeture de plusieurs villages;
- 3) aucune garantie à l'effet qu'il n'y aura pas érosion des pouvoirs de la Commission canadienne du blé; or, ces pouvoirs devraient être augmentés et élargis de façon à porter sur toutes les principales céréales cultivées au Canada;
- 4) la théorie voulant que le TARIF DU NID-DE-CORBEAU nuise à l'expansion de l'élevage et des entreprises secondaires de transformation; nous croyons qu'il s'agit là d'une exagération.

Nous aimerions développer ces quatre sujets pour exposer les motifs de notre inquiétude.

1) AUGMENTATION DES COÛTS AU PRODUCTEUR - PERTE D'ARGENT POUR LES COLLECTIVITÉS

Comme nous, en Saskatchewan, devons parcourir de très grandes distances pour transporter nos céréales vers les ports de mer, nous croyons qu'il faut maintenir le tarif actuel du Nid-de-Corbeau afin que nous puissions concurrencer les autres pays exportateurs de grain.

Dans ces pays, le grain est cultivé beaucoup plus près des ports et le transport est fortement subventionné (États-Unis, Argentine, Australie), beaucoup plus qu'il ne l'est au Canada. Si ces pays constatent que les subventions au transport sont essentielles au maintien des exportations de grain, pourquoi alors le Canada devrait-il faire supporter de plus en plus par les producteurs le coût du transport?

La récente baisse des prix a obligé plus de fermiers que jamais à abandonner la production; si le coût du transport augmente, comment pourrions-nous continuer à produire du grain pour l'exporter à perte?

Les chiffres que nous allons vous présenter sont peut-être discutables, mais nous croyons très possible que ce soit ces coûts que les producteurs et des communautés aient à défrayer si le Projet de loi C-155 est adopté.

Voici un exemple du coût pour le producteur moyen et du coût pour l'ensemble des producteurs expédiant de Kelliher, Leross et Lestock, qui devrait faire comprendre les raisons de notre inquiétude.

Notre estimation des coûts est la suivante:

Ferme de 960 acres (en exploitation mixte)
expédiant 15,000 boisseaux par année:

coût actuel: 15,000 boisseaux	
à 13¢ le boisseau	1 950\$
cinq fois le tarif actuel du Nid-de-Corbeau d'ici 1990:	
1 950\$ X 5	9 750\$

Augmentation de 7 800\$; c'est plus que ce que la plupart des producteurs moyens peuvent accepter.

Expéditions totales de Kelliher, Leross et Lestock

en 1983: environ 2 700 000 boisseaux
à 13¢ le boisseau 351 000\$

d'ici 1990: en supposant une augmen-
tation de 3 p. 100 par
année (3 300 000 bois-
eaux) et cinq fois le
tarif du Nid-de-Corbeau
(13¢ X 5 = 65¢)

3 300 000 boisseaux à
65¢ le boisseau 2 145 000\$

C'est 2 145 000\$ que les producteurs
devront déboursier et qui ne seront
pas en circulation dans l'économie
locale. C'est tout à fait inaccepta-
ble.

Cette perte d'argent ne serapas seulement néfaste pour les entreprises
agricoles et les commerces, mais aussi pour les groupes et organismes
bénévoles qui composent le tissu social de nos communautés.

Les églises, les groupes de jeunes, les groupes de femmes, les salles de
curling, les arénas--et la liste pourrait s'allonger encore--, tous dépendent
des dons des fermiers et des commerçants. Il est facile de voir que leur
situation financière souffrirait rapidement de l'augmentation des taux de
transport du grain.

Les fermiers ne pouvant pas faire assumer l'augmentation des coûts par
quelqu'un d'autre en augmentant le prix du grain, nous croyons qu'il faut
maintenir le tarif actuel de façon à ce que la ferme familiale moyenne demeure
le principal producteur de produits agricoles.

2) LES TAUX VARIABLES DÉTRUIRONT LES PETITS VILLAGES DE LA SASKATCHEWAN

Le réseau d'embranchements doit être maintenu. Si l'on permet aux
compagnies céréalieres d'offrir des taux incitatifs pour transporter le grain
vers quelques terminus intérieurs, les embranchements et les villages qui s'y
situent ne survivront pas longtemps.

La consolidation excessive du réseau de collecte du grain contribuera à
augmenter les coûts pour les producteurs. Elle occasionnera des frais
directs, en essence et en réparations, parce qu'il faudra parcourir de plus
grandes distances, et des frais indirects, pour les producteurs et tous les

contribuables, pour l'amélioration et la réfection de plusieurs milles de route où circuleront deux fois plus de véhicules qu'aujourd'hui.

En encourageant un système de terminus intérieurs, on menace l'institution qu'est la Commission canadienne du blé, et nous serons encore une fois à la merci des grosses entreprises céréalières.

3) LA COMMISSION CANADIENNE DU BLÉ SERT BIEN LES PRODUCTEURS ET LE CANADA.

La CCB a fait un travail remarquable pour les producteurs de grain des Prairies et elle est très respectée dans les milieux du commerce du grain partout dans le monde. Il doit incomber à la commission, et à elle seulement, de demander le mouvement de grain de telle qualité à tel moment et de contrôler le système d'expédition en bloc. Nous n'avons pas besoin de la bureaucratie de l'organisme de coordination proposé.

Tous les principaux grains cultivés dans l'Ouest du Canada devraient relever de la compétence de la commission. Si nous continuons à augmenter nos volumes d'exportation, c'est grâce à la CCB. Il nous semble que le Projet de loi C-155 constitue la première étape d'un plan visant à détruire cette commission.

4) L'EXPANSION DES INDUSTRIES DE TRANSFORMATION EST UN MYTHE

La théorie voulant que le tarif du Nid-de-Corbeau nuise aux industries de transformation et au secteur secondaire dans l'Ouest du Canada est des plus difficiles à comprendre.

Tout d'abord, dans le domaine de l'élevage, tous les pays exportateurs cherchent de nouveaux débouchés: le Canada se tourne vers les États-Unis et les États-Unis vers le Canada. Il serait ruineux pour les producteurs d'augmenter, même de façon marginale, le nombre de bestiaux.

Pour ce qui est des oléagineux et des grains, il sera très difficile d'augmenter les exportations, à cause des tarifs d'importation et des politiques protectionnistes des pays importateurs. Tous les pays souhaitent transformer davantage leurs produits eux-mêmes. Comment pouvons-nous croire que les produits transformés dans l'ouest du Canada pourront mieux soutenir la concurrence du simple fait de l'abolition du tarif du Nid-de-Corbeau. Le Canada n'a qu'une faible part du commerce mondial des oléagineux comestibles et il ne semble pas que cette part doive augmenter de beaucoup. Les prix actuels des oléagineux en témoignent d'ailleurs.

Il n'est pas non plus possible de trouver de nouveaux débouchés dans les pays du Tiers-Monde puisqu'ils n'ont pas l'argent ou le crédit nécessaires pour payer plus de produits importés.

Notre capacité d'accroître la transformation et de diversifier l'industrie dépend de plusieurs facteurs, et le tarif du Nid-de-Corbeau a peu d'effet comparativement aux autres.

5) AUTRES SUJETS D'INQUIÉTUDE

Le gouvernement fédéral présente son projet de loi comme une initiative favorisant le transport dans l'Ouest. Pourquoi y a-t-il alors tant de publicité au sujet du tarif du grain? Le grain ne compte à l'heure actuelle que pour environ 20 p. cent du volume total du trafic ferroviaire, et, d'après les prévisions de Transports Canada, il ne comptera que pour environ 11 p. cent en 1990. Plusieurs autres secteurs profiteront de l'amélioration du réseau ferroviaire vers la côte ouest.

Il est ridicule de déterminer les subventions au volume. L'incitation à la production profitera aux autres secteurs du commerce; quel encouragement y a-t-il là?

La capacité de la ligne ferroviaire principale n'est pas le seul facteur à considérer dans l'augmentation des volumes d'exportation. Il faut également tenir compte des négociations syndicales, du climat, de l'utilisation des voies reliant les deux chemins de fer et d'autres facteurs.

A cause de nombreux éléments négatifs qu'il contient, nous, du Comité mixte de Kelliher, Leross et Lestock, ne pouvons appuyer l'adoption du projet de loi C-155.

Il faut concevoir un nouveau plan pour améliorer la capacité de la ligne ferroviaire principale, et non un plan qui impose aux producteurs des frais excessifs et menace l'existence même d'une façon de vivre dans l'Ouest du Canada.

Pourquoi les compagnies de chemin de fer devraient-elles recevoir des sommes supplémentaires des producteurs et du gouvernement alors qu'elles réalisent encore des profits confortables en cette période de récession?

Recommandations

- (1) Retirer le projet de loi C-155
- (2) Étudier d'autres modalités de financement pour l'amélioration du réseau ferroviaire, notamment:
 - l'engagement de capitaux par le gouvernement du Canada, et
 - la copropriété des compagnies de chemin de fer par les Canadiens.

Le projet de loi, quel qu'il soit, devrait contenir les éléments suivants:

- a) le tarif actuel du Nid-de-Corbeau doit être maintenu;
- b) la réfection des embranchements doit se poursuivre afin que les petites villes soient protégées;
- c) les taux variables ne DOIVENT PAS être permis;
- d) le tarif du Nid-de-Corbeau doit s'appliquer à toutes les cultures;
- e) les producteurs ne devraient pas être subventionnés, mais payés;
- f) il faudrait également élaborer une politique des grains de provende qui ne soit pas défavorable pour les éleveurs de l'Ouest.

Nous vous demandons instamment d'étudier avec soin et sérieux ce mémoire qui vous vient des personnes qui seraient directement touchées par cette loi, si elle était adoptée.

Respectueusement vôtre,

Thaddeus P. Trefiak, président

Membres du Comité mixte

- municipalité rurale de Kellros, no 247
- comités de Kelliher, Eastward, Leross, Millersdale et Lestock de la Saskatchewan Wheat Pool
- local 610 de la National Farmers Union
- groupe de femmes de la St. Paul's United Church
- Last Touch Regional Youth Council
- Crosthwaite Co-operative Curling Association
- Kelliher Co-operative Association
- St. Paul's United Church, Kelliher
- conseil municipal de Kelliher
- conseil d'administration de la coopérative de crédit de Lestock
- Kelliher Recreation Board
- Lestock Cooperative Association
- club Lions de Lestock
- Saskatchewan Landbank Tenant's Association
- conseil municipal de Lestock
- Saint. Joseph's Union Hospital Board, Lestock
- coopérative de crédit de Kelliher
- Community Club d'Eastward
- Kelliher Legion
- chambre de commerce de Kelliher
- Parkland Wildlife Federation

Signatures

George Horvath	-	<u>St. Paul United Church</u>
Ron Horvath	-	<u>Sask. Landbank Tenant's</u>
Ralph Kish	-	<u>Leross & Dist. Rec. Board</u>
Louis Szeman	-	municipalité rurale de Reeve, no 247
Ray Hansen	-	conseil d'administration de la
		coop de crédit de Lestock
Rudy Czemerer	-	directeur, école de Lestock
Lyle Skelton	-	directeur, coop de crédit de Kelliher
Drayton	-	<u>Kelliher Rec. Board</u>
Thaddeus Trefiak	-	délégué de la <u>Saskatchewan Wheat Pool</u> ,
		district 9, sous-district 1

cc: Les Benjamin
Don Mazankowski

APPENDICE "TRPT-257"

MÉMOIRE
AU COMITÉ PERMANENT SUR LE TRANSPORT
DE LA CHAMBRE DES COMMUNES
AU SUJET DU PROJET DE LOI C-155
DE LA LOI SUR LE TRANSPORT DU GRAIN DE L'OUEST
PRÉSENTÉ À

VANCOUVER, C.-B.

12 août 1983

Notre ferme familiale est de dimensions moyennes. Nous y travaillons tous pour tenter de produire des grains de qualité. Nous exploitons cette ferme située dans la région de Peace River, depuis 27 ans.

Ce grain de qualité est notre source de revenus, une fois vendu, ce qui à notre tour nous permet d'acheter, localement autant que possible, les fournitures, produits chimiques, fertilisants, machineries, pièces détachées ou les véhicules dont nous avons besoin.

Lorsqu'il est livré aux élévateurs, notre grain devient un produit canadien qui sera revendu ou servira à des échanges. Nous, en tant qu'exploitation familiale canadienne, avons alors accompli notre part d'aide au Canada en tant que nation. C'est ainsi que nous aidons notre collectivité et notre pays tout entier.

Si le projet de loi C-155, qui est proposé par le gouvernement libéral est accepté, il aura pour conséquences, en plus de ses effets dérogatoires, de nous forcer, nous les producteurs, à payer non seulement notre part des tarifs de fret en vue de l'exportation, mais aussi de tarifs qui d'ici 1990, seront au moins 5 fois supérieurs à ce qu'ils sont aujourd'hui.

En 1982, nous avons expédié environ 200 tonnes de blé et environ autant d'orge. Au tarif actuel, cela nous a coûté 2 292 \$. À 5 fois ce tarif, cela nous coûtera 11 460 \$. À ceci s'ajoute le fait que l'orge qui nous rapportait 162,24 en 1981 n'était plus qu'à 132,82 \$ en 1983 et que le prix de l'orge a passé de 110,19 \$ à 95,47 \$, alors que nos coûts de production ont augmenté de 150 pour cent et on s'attend à ce que nous continuions à produire des vivres à bon marché!

Nous représentons les exploitations agricoles familiales, mais à la lumière de ce projet de loi C-155, il y a bien des chances que nous en soyons la dernière génération. Qui pourrait, avec un minimum de dignité, encourager les jeunes à s'engager dans une profession agricole lorsque le gouvernement lui accorde si peu de considération. Qu'on laisse passer ce projet et ce sera la fin des exploitations agricoles familiales. Les tarifs actuels doivent rester tels qu'ils sont, si on veut assurer la survie de la communauté agricole.

Présenté par une fermière de Peace River

Ruth Veiner

APPENDICE «TRPT-258»

Membres du Comité, camarades agriculteurs et invités

J'aimerais remercier le Comité de me fournir l'occasion de donner mon opinion sur cette importante question.

Mon mari et moi avons une petite ferme mixte au nord de Midale. Nous cultivons 5 quarts de section, dont 4 sont loués. Nous avons 12 vaches. En moyenne, nous produisons chaque année environ 130 tonnes de grain au coût de 650 \$. Si les changements proposés sont adoptés, c'est-à-dire que l'on quintuple le tarif du Nid-de-Corbeau, nous devons payer 3 250 \$ pour expédier la même quantité de grain.

Compte tenu de la tendance des prix du grain au cours des dernières années, prix qui devraient d'ailleurs baisser encore cette année, il est fort probable que dans quelques années nous n'aurons plus les moyens d'exploiter notre ferme.

D'autres compagnies qui utilisent les chemins de fer pour transporter leurs produits se plaignent de payer plus cher que les agriculteurs. Ils oublient cependant que les agriculteurs n'ont aucun contrôle sur le prix du grain et qu'ils sont incapables de transférer leurs augmentations de coût au consommateur.

N'oublions pas la Loi sur les chemins de fer et les 25 millions de dollars, les 25 millions d'acres d'excellentes terres cultivables et les droits miniers qui ont été donnés aux compagnies de chemins de fer. Essayez-vous de me dire que ces compagnies ne peuvent trouver les fonds nécessaires pour améliorer les embranchements et la ligne principale? Où va l'argent qui est tiré de toutes ces terres? Où va l'argent tiré des droits miniers? Nous savons pourtant que certaines terres appartenant aux chemins de fer sont situées dans plusieurs grandes villes du Canada.

Lorsque les compagnies ont commencé à faire des profits, elles n'ont jamais hésité à diversifier leurs placements immobiliers en investissant, par exemple, dans des hôtels, des restaurants, des lignes aériennes et quoi d'autre encore. Maintenant que les chemins de fer perdent supposément de l'argent et que le milliard de dollars de profit a été, très à propos, immobilisé dans d'autres compagnies, les chemins de fer quémangent encore plus d'argent. Vous ne trouverez jamais d'argument pour me convaincre que le CN manque d'argent. L'argent est là, il n'y a pas de doute; il a tout simplement été canalisé vers le conglomérat multinationnel créé grâce aux profits tirés du chemin de fer original. Si le gouvernement avait utilisé les profits pour acquérir du capital, nous posséderions les chemins de fer, et ceux-ci seraient au service du peuple canadien et ne viseraient pas uniquement à faire des profits.

Il faut aussi tenir compte de l'inquiétude du gouvernement face au taux de chômage élevé au pays. Que se passera-t-il lorsque les petites fermes familiales comme la nôtre n'auront plus les moyens de payer les coûts supplémentaires. Combien d'autres personnes se retrouveront dans la rue à la recherche d'un emploi et combien devront compter sur le bien-être social?

J'espère que le Premier ministre tiendra parole et qu'il ne laissera pas adopter ce projet de loi, étant donné qu'il ne semble pas y avoir de consensus sur le changement proposé.

Janice Vilcu

APPENDICE "TRPT-259"

DE: Bill Zettler

Portage la Prairie, Manitoba

Le tarif du Nid-de-Corbeau qui est en vigueur depuis 1897 devait durer "éternellement". Pourquoi donc est-il nécessaire, en 1983, de le changer? De toute évidence, l'éternité n'est pas encore arrivée. Cependant, il semble que si le gouvernement a le dernier mot, le tarif du Nid-de-Corbeau disparaîtra pour toujours.

On n'arrête pas d'entendre parler de l'existence, dans l'Ouest, d'un consensus en faveur du changement. J'aimerais savoir comment on en est arrivé à ce consensus. J'ai bien entendu les opinions, qui, après tout, peuvent n'être que personnelles, des dirigeants de plusieurs regroupements d'agriculteurs; bien sûr, les déclarations des administrateurs des compagnies de céréales et des sociétés ferroviaires ont bien été rapportées. Mais qui va, en dernier lieu, payer ce tarif plus élevé? C'est, bien sûr, l'agriculteur. On ne lui a jamais demandé son avis à celui-là. Une question aussi importante qu'un changement dans le tarif que l'agriculteur paie pour le transport de ses céréales ne devrait pas être réglée par des instances extérieures. On devrait tenir un vote pour savoir si les agriculteurs veulent payer plus. Il ne s'agit pas ici de faire une faveur aux agriculteurs, mais de respecter leurs droits démocratiques. Comment un gouvernement qui ne comprend aucun membre élu à l'ouest de Winnipeg (et

les deux seuls députés du parti gouvernemental qui proviennent de l'Ouest représentent des circonscriptions urbaines) peut-il prétendre représenter les désirs des agriculteurs de l'Ouest quand, en fait, ces agriculteurs n'ont jamais demandé que les tarifs soient modifiés. Aucun changement ne devrait être envisagé qui n'a pas été demandé par les agriculteurs eux-mêmes.

Le tarif du Nid-de-Corbeau devait durer "à perpétuité". Le projet gouvernemental qui vise à l'abolir omet soigneusement ces mots. Si le tarif a été conçu pour durer toujours, il devrait durer toujours. Il semble que les agriculteurs vont devoir abandonner ce tarif, mais on ne dit rien de l'entente initiale: qu'est-ce que les compagnies de chemin de fer vont abandonner? Si les agriculteurs doivent abandonner un tarif qui devait durer, toujours, il n'est que normal que le CP restitue le butin qu'il a obtenu entre temps. Si on parvient à fixer un nouveau tarif pour les céréales, combien de temps ce toujours durera-t-il? Bien plus, si l'entente de 1897 n'a aucune valeur, alors toutes les autres ententes accordant un traitement de faveur aux compagnies ferroviaires devraient être révoquées.

Les Américains dominent presque tous les secteurs de notre économie. Ils ont également convoité notre industrie des céréales. À l'heure actuelle, les agriculteurs canadiens peuvent amener leurs céréales à destination à un prix beaucoup moins élevé que ne le peuvent les agriculteurs américains.

L'abandon du tarif du Nid-de-Corbeau est le premier pas indispensable qui va nous mener vers l'établissement d'un système continental de collecte des céréales. Si le tarif tombe, ce sera bientôt le tour des voies de services principales et de leurs silos à céréales, et à plus ou moins long terme, de la Commission canadienne du blé. Pépin a adopté une attitude digne d'Hérode: un petit peu de rafistolage pour mettre en branle un processus important.

Enfin, on doit penser au coût humain. Abandonner le tarif du Nid-de-Corbeau, c'est sacrifier une autre partie de notre population rurale. Rappelons ici les paroles de Snavely, dont les chiffres sur le sujet sont considérés comme paroles de l'Évangile: "La technologie est contre l'exploitation agricole familiale. Certaines de ces exploitations disparaîtront pendant que d'autres s'adapteront et reviendront en force." Il n'a pas dit comment. Il a aussi parlé du rôle du Syndicat national des cultivateurs (S.N.C.). Continuons de le citer: "Le S.N.C. voit très clairement le problème. Sa politique est de sauver les exploitations familiales". Le S.N.C. s'est fermement placé aux côtés des agriculteurs sur cette question, sans hésiter comme les syndicats de céréaliculteurs et en refusant de se laisser obnubilier par les conclusions du rapport "Gilson". Leur politique, que j'appuie, est de maintenir le tarif du Nid-de-Corbeau. Comme le rappelait le juge Emmett Hall: "Il n'y a aucune autre position valable que d'adhérer envers et

contre tout à la proposition suivante: le tarif du
Nid-de-Corbeau n'est pas négociable".

Bill Zettler

Portage la Prairie, Manitoba

II - DOCUMENTS SOUMIS PAR DES ORGANISMES
ET DES GOUVERNEMENTS PROVINCIAUX

APPENDICE "TRPT-260"

ACTION GROUP

for

CROW RETENTION

(GROUPE D'ACTION POUR LE MAINTIEN DU TARIF DU NID-DE-CORBEAU)

EXPOSÉ DE POSITION

EFFORT COLLECTIF DES MILIEUX AGRICOLE, COMMERCIAL ET COMMUNAUTAIRE

PRISE DE POSITION SUR LE TRANSPORT DU GRAIN

Les membres du Groupe d'action pour le maintien du tarif du Nid-de-Corbeau adoptent la position suivante:

Il est dans l'intérêt national bien compris de maintenir l'Accord de la Passe du Nid-de-Corbeau sur le tarif marchandises, de manière à conserver les dispositions de la loi actuelle qui ont trait au transport du grain et des produits du grain.

Les considérations suivantes ont présidé à l'adoption de cette position:

- En 1981-1982, les exportations de grain ont compté pour 6 milliards de dollars des recettes d'exportation.
- L'agriculture est l'industrie première de l'Ouest canadien.
- L'industrie du grain de l'Ouest fait un apport important à la création d'emplois dans des secteurs tels que l'exploitation agricole, la fabrication, la transformation, la manutention du grain et tous les autres services connexes.
- La région des prairies affronte des obstacles géographiques naturels en matière de transport qui la désavantagent nettement par rapport aux autres pays exportateurs de grain. Le tarif du Nid-de-Corbeau applicable au grain et aux produits du grain amoindrit ce désavantage.

GROUPE D'ACTION POUR LE MAINTIEN

DU TARIF DU NID-DE-CORBEAU

Boîte postale 387, Prince Albert (Sask.) S6V 5R7

Etant donné que le projet de loi C-155 assure aux chemins de fer un rendement de capital de l'ordre de 20 p. 100, le Groupe d'action pour le maintien du tarif du Nid-de-Corbeau élargit sa position pour y inclure également un rendement de capital pour le producteur de grain. Le programme fonctionnerait comme suit:

Il serait garanti aux producteurs de grain un rendement de capital de 10 p. 100 (la moitié de ce que l'on garantit aux chemins de fer). Cette garantie serait appliquée graduellement sur une période de sept ans (d'ici à 1990), à raison de 1,4 p. 100 par année. En périodes de prospérité, quand l'exploitation agricole produirait un rendement de capital de 10 p. 100 ou plus, l'aide fédérale ne serait pas nécessaire. En périodes de dépression économique, quand le rendement de capital serait inférieur à 10 p. 100, le gouvernement fédéral accorderait de l'aide pour combler la différence jusqu'à 10 p. 100. Les crédits nécessaires viendraient de la mise en valeur des réserves de charbon du Nid-de-Corbeau aux taux commerciaux.

En retour de la garantie d'un rendement de capital de 10 p. 100, les agriculteurs devraient payer le tarif applicable au grain proposé dans le plan Pepin. La part du tarif assumée par l'agriculteur au cours des premières années serait proportionnée à la part du rendement de capital de 10 p. 100 qu'il recevrait avant 1990.

Avantages du projet de programme de rendement de capital de 10 p. 100:

- Il garantit la viabilité de l'industrie du grain et partant de l'assiette économique du Canada.
- Il garantit que les agriculteurs auront les moyens d'assumer les tarifs futurs applicables au grain.
- Il garantit la viabilité des fabricants d'intrants agricoles tels que les machines.
- Il garantit l'augmentation de l'emploi dans le secteur manufacturier.
- Il permet aux agriculteurs et aux fabricants d'envisager l'avenir avec plus d'assurance et de faire les mises de fonds nécessaires.

LE GROUPE D'ACTION POUR LE MAINTIEN DU TARIF DU NID-DE-CORBEAU

Le Groupe d'action pour le maintien du tarif du Nid-de-Corbeau a été formé par des citoyens inquiets des effets défavorables que la disparition du tarif légal du Nid-de-Corbeau produirait sur leurs fermes, leurs entreprises et leursemplois. Ils ont éprouvé le besoin de constituer une organisation de simples particuliers qui représenterait vraiment les sentiments et opinions des personnes visées par le changement. L'organisme s'occuperait expressément de la question du maintien du tarif du Nid-de-Corbeau et serait neutre sur le plan politique.

APPUI ET ADHESIONS

La bande John Smith - Réserve indienne de Muskoony

1. L'Association des municipalités rurales de la Saskatchewan.
2. L'Association des municipalités urbaines de la Saskatchewan.
3. Le gouvernement de la Saskatchewan.
4. Le gouvernement du Manitoba.
5. Le Syndicat des employés du gouvernement de la Saskatchewan.
6. La Fédération du travail de la Saskatchewan.
7. Le Syndicat des employés des services du grain.
8. La Chambre de commerce de Saskatoon.
9. La Chambre de commerce de Prince Albert.
10. La ville de Prince Albert.
11. La ville de Saskatoon.
12. La ville de Regina.
13. La ville de Moose Jaw.
14. Nous demandons actuellement aux organismes suivants d'appuyer notre prise de position:
 - a) le Congrès du travail du Canada;
 - b) la Fédération canadienne des entreprises indépendantes;
 - c) la Conférence canadienne des évêques catholiques.

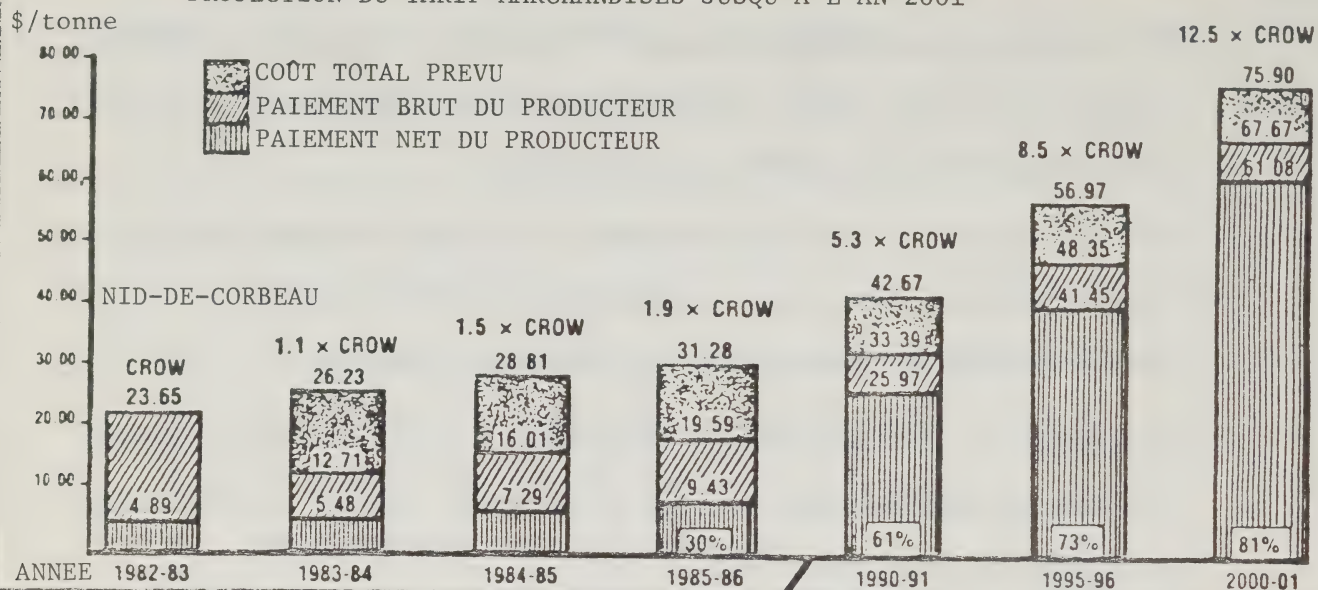
AMPLEUR DES PERTES1. Pertes subies par la Saskatchewan en vertu du plan Pepin d'ici à 1990-91

- Le plan Pepin porte qu'une subvention au transport du grain de 7,42 \$ la tonne sera versée directement à l'agriculteur.
- En Saskatchewan, la production moyenne sur dix ans (1971-80) des six principales céréales (blé, orge, avoine, seigle, lin et colza) s'est établie à 16,7 millions de tonnes. Source: Statistique Canada.
- Projection du tarif marchandises applicable à l'agriculteur en 1990-91: 5,3 fois le Nid-de-Corbeau ou 25,97 \$ la tonne. Source: le Pool du blé de l'Alberta (graphique joint).
- Le taux moyen actuel du Nid-de-Corbeau est de 4,89 \$ la tonne.
- Coût actuel de l'exportation de 16,7 millions de tonnes:
 $16,7 \times 4,89 = 81,663$ millions de dollars.
- Coût de l'exportation de 16,7 millions de tonnes en 1990-91:
 $16,7 \times 25,97 = 433,699$ millions de dollars.
- Perte subie par la Saskatchewan par rapport au tarif actuel du Nid-de-Corbeau: $433,699 - 81,633 = 352,036$ millions de dollars.

2. Pertes subies par la Saskatchewan en 1990-91, si les agriculteurs paient 33,39 \$ la tonne (6,82 fois le Nid-de-Corbeau) et en supposant qu'il n'est versé aux agriculteurs aucune subvention au transport.

- Coût actuel de l'exportation de 16,7 millions de tonnes:
 $16,7 \times 4,89 = 81,663$ millions de dollars.
- Coût de l'exportation de 16,7 millions de tonnes à 33,39 \$ la tonne:
 $16,7 \times 33,39 = 557,613$ millions de dollars.

PROJECTION DU TARIF MARCHANDISES JUSQU'A L'AN 2001



- Perte subie par la Saskatchewan par rapport au tarif actuel du Nid-de-Corbeau: $557,613 - 81,663 = 475,95$ millions de dollars.

3. Pertes subies par la région des prairies en vertu du plan Pepin en 1990-91
si une subvention au transport du grain de 7,42 \$ la tonne est versée directement à l'agriculteur.

- Exportations en 1981-82: 31,1 millions de tonnes.
- Coût actuel de l'exportation de 31,1 millions de tonnes:
 $31,1 \times 4,89 = 152,079$ millions de dollars.

- Coût en 1990-91:
 $31,1 \times 25,97 = 807,667$ millions de dollars.

- Perte subie par la région des prairies:
 $807,667 - 152,079 = 655,588$ millions de dollars.

4. Pertes subies par la région des prairies, si les agriculteurs paient 33,39 \$ la tonne (6,82 fois le Nid-de-Corbeau) et en supposant qu'il n'est versé aux agriculteurs aucune subvention au transport.

- Exportations en 1981-82: 31,1 millions de tonnes.
- Coût actuel:
 $31,1 \times 4,89 = 152,079$ millions de dollars.

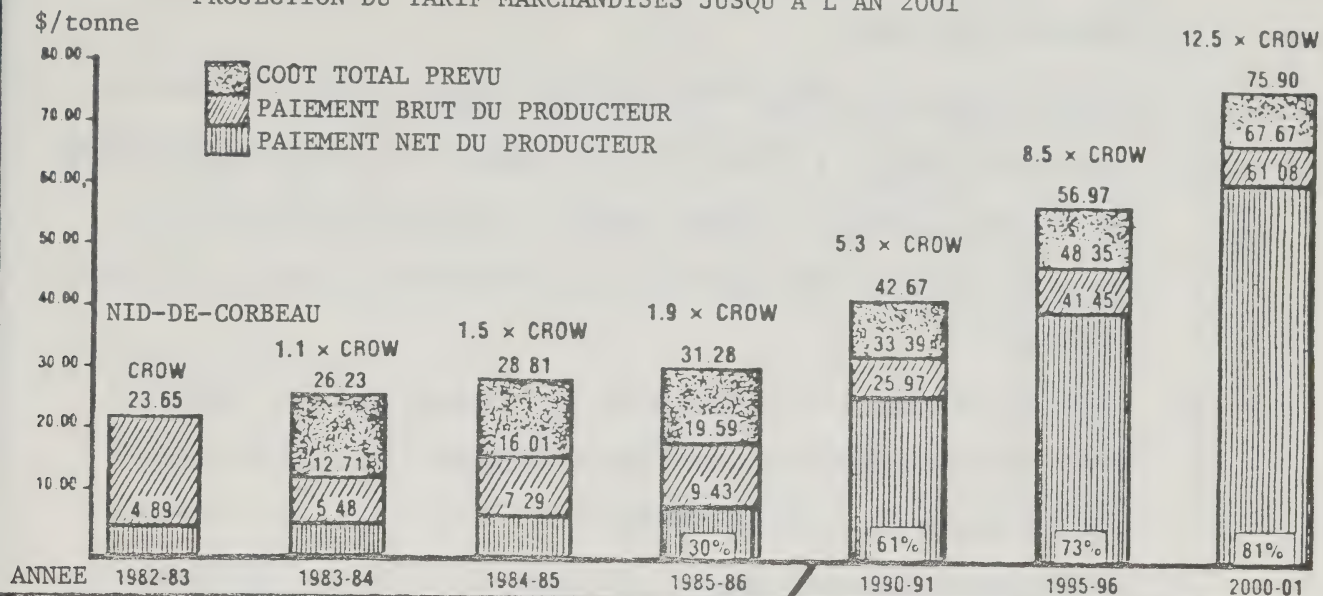
- Coût en 1990-91:
 $31,1 \times 33,39 = 1\,038,42$ millions de dollars.

- Perte subie par la région des prairies:
 $1\,038,42 - 152,079 = 886,35$ millions de dollars.

REMARQUE: 886,35 millions \$ X 4 ans = 3,545 milliards \$.

Selon le plan Pepin, l'engagement de dépense proposé par le gouvernement atteindrait 3,7 milliards \$ au cours des quatre prochaines années. En réalité, le gouvernement n'apporte au système aucuns crédits nouveaux.

PROJECTION DU TARIF MARCHANDISES JUSQU'A L'AN 2001



UNE MENACE ATTERRANTE EN PUISSANCE

Lorsque le Pool du blé de l'Alberta a calculé le tarif marchandises jusqu'à l'an 2000 en posant les mêmes hypothèses que le ministère des Transports, les gens ont été fort impressionnés. Le graphique ci-dessus illustre la part croissante revenant aux producteurs d'un total toujours à la hausse. Elle atteint plus de cinq fois le tarif du Nid-de-Corbeau dans la campagne agricole 1990-91; elle est portée à huit fois et demie le Nid-de-Corbeau en 1995-96 et au tournant du siècle, on attendrait de l'agriculteur qu'il assume un versement net s'élevant à douze fois et demie le coût actuel du transport du grain.

- a) Les hypothèses posées et utilisées par le gouvernement dans ces calculs portent que le producteur paiera les premiers trois pour cent de l'augmentation du coût du transport du grain au cours des années 1983-84 à 1985-86.
- b) Après cette période de deux ans, les producteurs seront tenus, selon

la formule Pepin, de payer les premiers six pour cent de toute augmentation des coûts.

- c) En tout temps, les producteurs paieront le coût entier du transport du grain au-delà du plafond de volume établi à 31,1 millions de tonnes. Le secteur du grain de l'Ouest canadien a déjà atteint ce palier. 31,1 millions de tonnes représente les mouvements du grain pour l'année 1981-82.
- d) D'autres hypothèses utilisées après la campagne agricole 1985-86 prévoient une hausse annuelle d'un à trois pour cent du volume de grain transporté par chemin de fer.
- e) La formule de paiement exposée ici signifie que la part gouvernementale de subvention en 1983-84, 33 pour cent, irait aux producteurs. Cette proportion passerait à 41 pour cent aux producteurs en 1984-85 pour atteindre en gros 50 pour cent en 1985-86. Le partage moitié-moitié de la subvention gouvernementale se maintiendrait après cette date.

On trouvera au tableau ci-dessous une autre façon d'illustrer la même tendance en utilisant exactement les mêmes données de base. La projection du coût du transport de 1 000 boisseaux de grain à partir d'un endroit moyen est donnée pour la présente année jusqu'à la campagne agricole 2000-01.

Projection du coût du transport
de 1 000 boisseaux de blé, d'orge et de colza
à partir d'un endroit type

	Blé	Orge	Colza
1982-83	133,11 \$	106,46 \$	110,91 \$
1985-86	256,69	205,29	213,87
1990-91	706,90	565,37	589,00
1995-96	1 128,27	902,37	940,45
2000-01	1 662,60	1 329,71	1 385,29

VENTES DES SEMENCES

Attention vendeurs de semences! La Loi canadienne relative aux semences interdit de vendre ou d'annoncer les semences sous leur nom de variété, ou encore de faire valoir qu'elles sont produites à partir d'une espèce de variété, à moins qu'il ne s'agisse de semences contrôlées (ou généalogiques).

Au sujet des semences contrôlées, l'emploi des termes: fondation, enregistré et certifié n'est autorisé que dans le cas des semences inspectées sur place par Agriculture Canada et accompagnées d'une attestation émise par l'Association des producteurs de semences du Canada, après avoir été soumises à une inspection du gouvernement consécutive à leur nettoyage.

Quiconque enfreint la Loi précitée est passible de poursuites judiciaires.

COMMENTAIRES SUR LES PERTES

- Les chemins de fer reçoivent l'assurance d'un rendement de capital de 20 à 25 p. 100.
- Les agriculteurs reçoivent l'assurance de frais majorés de transport dans une période de prix à la baisse et de stabilisation des ventes à l'exportation.
- Le resserrement du prix de revient de l'agriculteur débouche sur la diminution des achats de machines, d'engrais, de produits chimiques et autres intrants agricoles.
- Dans l'ensemble du pays, les achats à la baisse d'intrants agricoles et de machines ont déjà donné lieu à des mises à pied massives dans le secteur manufacturier. Un tarif marchandises majoré ne peut qu'ajouter aux difficultés et aux faillites.
- Le revenu agricole à la baisse fera à son tour diminuer les recettes fiscales de l'Etat, tout en faisant croître la demande d'aide sociale.
- La majoration des frais d'expédition du grain canadien finira par rendre plus intéressante l'expédition par voie des systèmes américains comme ceux de Duluth et de la Nouvelle-Orléans. Le système de péniches opérant de Minneapolis à la Nouvelle-Orléans offre le moyen le moins cher de transporter le grain.

PERSPECTIVE HISTORIQUE

1. Les chemins de fer et la Confédération

- Les chemins de fer ont contribué pour une bonne part à unir les provinces de l'Est canadien dans la Confédération en 1867.
- Le Manitoba est entré dans la Confédération en 1870.
- La Colombie-Britannique est entrée dans la Confédération en 1871 à la condition que soit construit un chemin de fer transcontinental reliant la nouvelle province à l'Est du pays.
- Le nouveau chemin de fer transcontinental a permis la colonisation des prairies de l'Ouest. En 1905, la Saskatchewan et l'Alberta sont entrées dans la Confédération.
- L'Ouest des prairies, entouré de terre, a bâti une économie agricole dépendant lourdement d'un moyen économique de transport pour amener le grain au marché et importer les produits finis de l'Est canadien.
- Le chemin de fer transcontinental a été une condition préalable de la Confédération. Il a valu des avantages à la fois politiques et économiques.
- Le chemin de fer était jugé si nécessaire à l'intérêt national qu'on l'a construit dans une large mesure aux frais de la nation.

Source:

McINNIS, EDGAR, Canada, a Political and Social History.

New York, Holt, Rinehart and Winston, 1960.

2. Subventions accordées au Canadien Pacifique par le gouvernement canadien pour la construction du chemin de fer transcontinental (achevé en 1885):
 - a. cession de terres:
 - une bande de terre large de 24 milles de chaque côté du chemin de fer, au total 25 millions d'acres.
 - b. subventions en espèces:
 - en 1885, les subventions ont atteint 63,5 millions \$.
 - c. cession de 700 milles de voies ferrées déjà construites.
 - d. exonération d'impôts:
 - sur les terres agricoles, pendant 20 ans;
 - sur les propriétés du CP, à perpétuité.
 - e. aucune ligne concurrente ne devait être construite au sud au cours des vingt années suivantes.
 - f. Il n'y aurait pas de réglementation tarifaire tant que le chemin de fer ne réaliserait pas des profits de 10 p. 100.

2. L'Accord de la Passe du Nid-de-Corbeau de 1897

- L'accord portait sur la construction d'un embranchement depuis Lethbridge jusqu'à Nelson, en Colombie-Britannique. La ligne avait pour objet la mise en valeur du riche secteur minier de la région de Kootenay.
- En échange de subventions fédérales de 3,4 millions de dollars et de la cession par le gouvernement de la Colombie-Britannique de 3,75 millions d'acres de terre, le Canadien Pacifique convenait de réduire le tarif marchandises applicable à toutes les denrées à $\frac{1}{2}$ cent par tonne/mille (tarif du Nid-de-Corbeau).
- Le tarif légal du Nid-de-Corbeau, dans sa forme actuelle, fixe le taux du transport ferroviaire des six principaux grains (y compris la farine) à $\frac{1}{2}$ cent par tonne/mille. Le tarif du Nid-de-Corbeau ne s'applique qu'aux endroits situés à l'ouest de Thunder Bay. Il est inscrit dans la loi et ne peut être abrogé que par une loi fédérale.

A TITRE DE CANADIENS,
NOUS AVONS TOUJOURS PENSE QUE C'ETAIT
NOTRE AFFAIRE A TOUS

NOTRE PROBLEME EST LE VOTRE

Les changements que le gouvernement fédéral se propose d'apporter au tarif du Nid-de-Corbeau vont toucher tous les Canadiens d'une façon ou d'une autre. Pour l'agriculteur des prairies, la modification du tarif marchandises proposée par M. Pepin pourrait être un vrai désastre. Nous ne pouvons empêcher les prix mondiaux de tomber, mais le gouvernement fédéral veut aider à faire monter les coûts. A titre d'habitants de l'Ouest, nous nous préoccupons à bon droit de l'avenir de notre province et de l'avenir de l'agriculture. Nous luttons de toutes nos forces contre la modification du Nid-de-Corbeau parce que le fardeau sera plus lourd et qu'il n'y aura aucun avantage. Nous pensions que vous saviez cela. Imaginez notre étonnement et notre frustration lorsque LE 21 FEVRIER DERNIER, LE GOUVERNEMENT DU CANADA FAISAIT PARAÎTRE DANS LA GAZETTE DE MONTREAL UNE ANNONCE PORTANT LE TITRE SUIVANT:

THE CROW GOES (FIN DU NID-DE-CORBEAU)

Le texte qui suit affirme:

"Non, il n'y aura pas de guerre."

"Les frais de transport majorés empêcheront les producteurs de porc et de boeuf de l'Ouest de livrer une concurrence plus vive à leurs homologues de l'Est sur leurs marchés de toujours."

Voilà qui est vraiment outrageant: le gouvernement fédéral dit à l'Ouest que le plan Pepin aidera l'industrie de l'élevage du bétail et il dit à l'Est qu'il nuira à notre industrie. Quel étalage pitoyable de malhonnêteté.

Enlevez 6 milliards de dollars de l'économie nationale, détruisez le pouvoir d'achat d'une province, et le chômage et la misère économique pourront croître

d'un océan à l'autre.

En un mot, ce pourrait être pour nous tous le suicide économique inutile.

PARLONS DU NID-DE-CORBEAU

Le gouvernement de la Saskatchewan croit que nous devrions bâtir sur notre potentiel agricole. Le gouvernement fédéral devrait accorder des stimulants propres à accroître la production agricole et les exportations. Tout le pays y gagne si les agriculteurs de la Saskatchewan doublent la production du grain. Pourquoi le gouvernement fédéral ne favoriserait-il pas la production, au lieu de la décourager? Le gouvernement provincial a entrepris une campagne pour faire régner le bon sens sur cette question. Voici quelques points à retenir:

1. Il doit y avoir pour les mouvements du grain un tarif "légal" inscrit dans la loi qui protège l'agriculteur contre le pouvoir monopolistique des chemins de fer et contre l'inflation galopante.
2. Le grain se vend sur un marché mondial concurrentiel. Il n'y a pas pour le grain, sur ce marché, un prix établi au Canada. Si nos agriculteurs doivent ajouter l'augmentation du nouveau tarif marchandises au prix qu'ils demandent actuellement pour leur grain, ce prix trop élevé leur fera simplement perdre les marchés mondiaux. Ottawa renferme nos agriculteurs dans le cercle vicieux de l'insolvabilité.
3. Avec des prix du grain à la baisse et des coûts à la hausse, nos agriculteurs sont déjà pris dans un étau, et pourtant non seulement Ottawa entend hausser très considérablement le tarif marchandises, mais le gouvernement libéral refuse de réduire les taxes élevées qui frappent les carburants agricoles et autres produits.
4. Le gouvernement fédéral veut que nos agriculteurs diversifient leurs cultures, mais il refuse d'appliquer le tarif marchandises prévu aux nouvelles cultures et de les faire bénéficier du peu de subventions qui resteront.

5. Ottawa a aussi imposé un plafond de 31 millions de tonnes métriques aux grains traditionnels qui peuvent être expédiés selon le tarif subventionné de beaucoup réduit. Le gouvernement libéral encourage nos agriculteurs à produire davantage, mais il les pénalise quand ils le font.
6. A propos de cette subvention, parmi les appâts qu'utilise Ottawa pour inciter les gens à accepter les nouvelles propositions se trouve une carotte de 651 millions de dollars par an dont le goût est loin d'être si savoureux quand on y regarde de près. Cette subvention, non rattachée à l'inflation, sera rapidement minée et deviendra bientôt sans conséquence.
7. Les Libéraux fédéraux semblent penser faire une faveur aux agriculteurs de l'Ouest en

APPENDICE «TRPT-261»

ALBERTA WHEAT POOL

Le 21 septembre 1983

Mademoiselle S. Sirpaul
Greffier
Comité permanent des transports
Édifice du Parlement
Gouvernement du Canada
Ottawa (Ontario)
K1A 0A2

Mademoiselle,

En relisant le fascicule no 109 des délibérations du Comité permanent, j'ai remarqué à la page 34 que l'Alberta Wheat Pool avait été prié de fournir une liste des taux qu'il a exigés au silo-terminus au cours d'une certaine période. Je suis désolé d'avoir omis de joindre ces renseignements à la lettre que je vous faisais parvenir le 12 août et dans laquelle j'avais joint les autres documents qui nous avaient été demandés. J'assume l'entière responsabilité de cet oubli.

Je vous ferai remarquer que l'industrie céréalière fait parvenir à la Commission canadienne des grains, sous le titre «Réception, Mise en silo et Expéditions» les taux qui, je crois, intéressent les membres du Comité permanent. Un certain nombre d'autres taux sont transmis annuellement mais ne s'appliquent pas à la plupart du grain manutentionné dans les silos-terminus. Il s'agit entre autres des frais supplémentaires exigés pour la réception par camion, le séchage du grain humide et mouillé, le séchage du grain coriace et ainsi de suite. Les taux sont enregistrés séparément pour chacune des dix variétés de grain dont le blé, l'avoine et l'orge, le seigle, le colza et le lin. Le tournesol et le soja sont pour l'instant également inclus. Pour que vous puissiez bien comprendre le tableau, les taux appliqués à la réception, à la mise en silo et à l'expédition transmis par l'Alberta Wheat Pool pour Vancouver pour les campagnes agricoles 1974-1975 à 1983-1984 inclusivement sont donnés compte tenu de trois éléments:

a) Pour les années où une modification à l'intention originale a été apportée (habituellement avant le 1er septembre), c'est le taux qui a été appliqué pour toute la campagne agricole qui a été utilisé.

b) Pour toutes les années, les volumes sont présentés en tonnes métriques et les fractions de cents ont été modifiées en conséquence.

c) Les chiffres sont fournis pour le blé, l'orge et le colza. Il en existe également pour les autres grains mentionnés, que nous pourrions vous fournir au besoin.

TAUX APPLIQUÉS EN PRINCIPE PAR L'ALBERTA WHEAT POOL
AU SILO-TERMINUS DE VANCOUVER
PAR ANNÉE ET PAR GRAIN - EN DOLLARS PAR TONNE

ANNÉE	BLÉ (Y COMPRIS LE BLÉ DUR)	ORGE	COLZA
1974-75	1,79 \$	2,24 \$	3,25 \$
1975-76	1,97	2,47	3,47
1976-77	2,25	2,80	3,60
1977-78	2,25	2,80	3,60
1978-79	2,75	3,45	4,40
1979-80	3	3,80	4,80
1980-81	3,15	4	5,05
1981-82	3,45	4,40	5,55
1982-83	3,90	4,95	6,10
1983-84	4,09	5,19	6,40

En bref, les taux au silo-terminus semblent s'être accrus à raison d'un peu moins de 10 % par année depuis 1974-1975. Les taux signalés par les entreprises concurrentes sont souvent fort semblables aux nôtres, bien qu'ils ne soient pas identiques dans tous les cas.

Veuillez agréer, Mademoiselle, l'expression de mes meilleurs sentiments.

Le Directeur des relations publiques,

(Original signé par)

A.W. Beattie, P. Ag.

APPENDICE «TRPT-262»

la Fédération canadienne de l'agriculture

Le 7 juillet 1983

Madame S. Sirpaul
Greffier,
Comité permanent des transports
Chambre des communes
Pièce 514
180, rue Wellington
Ottawa (Ontario)
K1A 0A6

Madame,

Comme suite à la demande que vous nous avez faite pour savoir si la Fédération canadienne de l'agriculture comparaitrait devant le Comité des transports au sujet du projet de loi C-155, nous vous saurions gré de communiquer la présente lettre aux membres du Comité.

Lors de sa réunion annuelle, qui a eu lieu en février dernier, la Fédération a adopté la résolution suivante à une très forte majorité.

«Que la Fédération canadienne de l'agriculture demande au gouvernement fédéral de s'affairer à trouver une solution au transport du grain qui diffère de la déclaration fédérale du 1er février 1983, qui n'influe pas sur le potentiel de compétitivité des diverses régions du Canada, et qui inclue, entre autres choses, le principe selon lequel le paiement du manque à gagner des chemins de fer doit être directement versé aux compagnies de chemins de fer.»

Après la réunion annuelle, le Conseil d'administration a décidé que, compte tenu de différences d'opinions très marquées qui subsistent au sein de notre organisation structurelle au sujet de cette question, la Fédération se doit de communiquer le contenu de la résolution au gouvernement, mais qu'en tant qu'organisation elle ne jouera pas un rôle actif dans ce difficile débat qui était à prévoir. On estime qu'il vaudrait mieux, dans l'intérêt de tous nos membres, et de l'organisation même, que nos organisations membres se chargent elles-mêmes de leur propres représentations et consultations. En accord avec cette option du conseil d'administration, nous ne comparâtrons pas, et la présente lettre constituera notre seule intervention.

Veuillez agréer, Madame, l'assurance de ma considération distinguée.

Le Président

(Original signé par)

Glenn Flaten

APPENDICE «TRPT-263»

SYNDICAT CANADIEN DES TRAVAILLEURS DU PAPIER (CTC) - SECTION LOCALE 1120

PRINCE ALBERT (SASKATCHEWAN)

Mémoire

présenté au

Comité des transports de la Chambre des communes

sur le

projet de loi C-155, Loi sur le transport du grain de l'Ouest

Tout au long de leur histoire, les sociétés ferroviaires du Canada se sont trouvées dans une situation enviable, d'une part, en raison des subventions et des autres avantages que leur a consentis le gouvernement et, d'autre part, grâce aux pouvoirs monopolistiques dont elles ont joui pendant longtemps dans de nombreux secteurs de l'industrie du transport. En outre, elles ont toujours pu étendre leurs activités à d'autres secteurs, en partie grâce aux deniers publics, de telle sorte qu'elles constituent maintenant de grands conglomérats dont les intérêts vont bien au-delà de la simple prestation de services de transport.

Puisque les grandes sociétés ferroviaires s'occupent maintenant d'une foule d'activités en dehors du transport, on pourrait supposer qu'elles ont fait tout ce qu'elles pouvaient pour assurer des services de transport convenables dans les régions qu'elles desservent. Or, ce n'est pas le cas. Il suffit de regarder par exemple la situation à Prince-Albert et dans le nord de la Saskatchewan pour constater que ces sociétés n'offrent pas les services requis et qu'elles essaient même de supprimer des services assurés depuis des années.

Par exemple, il n'y a plus de service voyageurs à Prince-Albert et même quand il y en avait, les dernières années, le service était si mauvais qu'il avait bien peu de chance d'être populaire. Pourtant, il fut un temps où Prince-Albert jouissait d'un bon service voyageurs. De plus, les sociétés ferroviaires ont tenté d'abandonner un certain nombre d'embranchements aux environs de Prince-Albert. Dans certains cas, elles n'ont pas réussi, mais leurs intentions étaient claires.

Remarquons également que dans le nord de la Saskatchewan, les trains ne vont pas beaucoup plus loin que la région de Prince-Albert. Il peut être intéressant de faire observer que la ville de Prince-Albert est située bien au sud du point situé à mi-distance des frontières nord et sud de la Saskatchewan. Pourtant, le train va à peine au-delà de Prince-Albert et deux embranchements seulement en Saskatchewan vont au nord de Prince-Albert. Il s'agit des embranchements allant à Big River et à Meadow Lake, tous deux à l'ouest-nord-ouest de Prince-Albert. Aucun de ces embranchements n'atteint le centre de la province.

Les sociétés ferroviaires assurent des services dans le nord des autres provinces, mais pas dans le nord de la Saskatchewan. Si l'on trace une ligne partant de la rivière Saskatchewan-Nord au nord de Lloydminster, à la frontière de l'Alberta et de la Saskatchewan, et allant vers le nord-est jusqu'à un point de la rivière Churchill situé juste au nord de LaRonge, puis vers le sud-est jusqu'à la frontière du Manitoba et de la Saskatchewan, à l'ouest de Le Pas, là où la rivière Saskatchewan passe au Manitoba, on constate que toute la région située au nord de cette ligne est plus proche des chemins de fer du Manitoba ou de l'Alberta que de ceux de la Saskatchewan. Donc, sur la moitié du territoire de la Saskatchewan, on est plus près des chemins de fer des autres provinces que d'un chemin de fer situé en Saskatchewan. Pourtant, le nord de la Saskatchewan a un certain potentiel.

Il y a là des ressources qui peuvent être mises en valeur et qui dans certains cas l'ont été. Si les sociétés ferroviaires avaient fait leur travail, le nord de la Saskatchewan se serait développé bien plus rapidement. Voilà des années qu'on entend parler d'assurer des services ferroviaires dans le nord de la province, sans qu'aucune mesure concrète ne soit toutefois prise en ce sens. Nous, de la région de Prince-Albert, estimons que les sociétés ferroviaires n'ont pas assumé leurs responsabilités.

Le Canadien National est une société publique. Il est donc quelque peu surprenant d'entendre dire qu'il est parfois plus difficile de traiter avec le CN qu'avec le CP. Par exemple, le CP a fait beaucoup moins de difficultés pour fournir des wagons pour le transport des copeaux de la scierie de Meadow Lake à l'usine de pâte de Prince-Albert que le CN n'en a fait pour le transport des copeaux et du bois à pâte des usines de la Baie d'Hudson jusqu'à l'usine de pâte de Prince-Albert.

On a parlé à de nombreuses reprises des avantages que le Canadien Pacifique a tirés des contribuables du Canada et de l'immense empire qu'il a ainsi réussi à constituer.

On est donc justifié de se demander pourquoi les sociétés ferroviaires veulent obtenir encore davantage? Pourquoi en particulier essaient-elles d'augmenter le tarif applicable au transport du grain des agriculteurs des Prairies alors qu'il est évident que cela va gravement affecter la position concurrentielle de ces derniers sur le marché international? Pourquoi ces mêmes sociétés ferroviaires procèdent-elles à de gros investissements dans d'autres pays alors qu'elles restreignent les fonds consacrés à l'amélioration de la capacité ferroviaire au Canada, dont elles parlent tant?

Nous nous opposons à l'abandon du tarif du Nid-de-Corbeau et à l'adoption du projet de loi C-155 qui ne servira qu'à permettre aux sociétés ferroviaires du Canada de voler les Canadiens en général, et ceux de l'Ouest en particulier.

Notre message est le suivant:

- nationalisez véritablement le Canadien National afin qu'il serve les intérêts des Canadiens comme cela était prévu;
- dites au Canadien Pacifique que s'il n'en a pas assez des millions de dollars qu'il a déjà perçus des Canadiens, il doit soit mieux administrer ses affaires, soit fermer boutique.

APPENDICE "TRPT-264"

Canadian
Pulp and Paper
Association

2300 Sun Life Building
Montreal, Qué., Canada H3B 2X9
Tél. (514) 866-6621 Télex 055-60690

Howard Hart
President

l'Association Canadienne
des Producteurs
de Pâtes et Papiers

2300 Immeuble Sun Life
Montréal, Qué., Canada H3B 2X9
Tél. (514) 866-6621 Télex 055-60690



1e 19 août 1983

M. Maurice A. Dionne, M.P.
Président du Comité permanent de la Chambre des Communes
sur le transport
Suite 513
Immeuble Wellington
180 rue Wellington
Ottawa, Ontario
K1A 0A6

Cher Monsieur Dionne,

Dans une lettre en date du 20 juillet 1983, L'Association canadienne des producteurs de pâtes et papiers demandait d'être entendue lors de l'audience traitant du Bill C-155 qui sera tenue par le Comité permanent de la Chambre des Communes sur le transport.

Afin de hâter les choses, nous croyons qu'il serait utile d'élaborer les commentaires exprimés dans la lettre ci-haut mentionnée. Ainsi, nous aimerions que nos commentaires soient incorporés aux procès-verbaux du Comité.

L'ACPPP compte 65 compagnies-membres et membres-associés répartis à travers le Canada; ces entreprises produisent environ 98 pour cent des pâtes, papiers et cartons fabriqués au Canada. Nos membres emploient dans la fabrication de leurs produits environ 130,000 travailleurs.

En 1982 les expéditions totales de l'industrie se chiffraient à un peu plus de 18 millions de tonnes métriques, d'une valeur de 10 milliards de dollars, ce qui équivaut à environ 4 pour cent du Produit national brut canadien. Le Canada exporte à peu près 80 pour cent des pâtes, papiers et cartons qu'il produit à des marchés à travers le monde. En 1982 ces exportations s'élevaient à 14 millions de tonnes métriques d'une valeur de 8 milliards de dollars et représentaient 11 pour cent de toutes les exportations canadiennes. Pour maintenir ce commerce, il nous faut produire à un coût concurrentiel.

Après le coût de la main-d'oeuvre, les frais de transport représentent la part la plus importante des coûts de revient des entreprises canadiennes de pâtes et papiers. Par conséquent, l'efficacité et l'économie du transport sont essentiels à la santé de cette industrie. Les usines canadiennes sont situées à de grandes distances de presque tous les marchés mondiaux importants; elles sont souvent désavantagées par les frais de transport et presque jamais avantagées.

Au cours des années, l'industrie canadienne des pâtes et papiers a présenté nombre de mémoires traitant du transport national; elle y exprimait ses inquiétudes au sujet des tarifs de fret réglementaires, particulièrement ceux du Nid de Corbeaux.

Nos préoccupations étaient, premièrement, que le bas niveau de ces tarifs, artificiellement maintenu, entraîne les chemins de fer à se rattraper sur les autres commodités, portant ainsi atteinte à leur position concurrentielle; deuxièmement, que les bénéfices moindres réalisés par les transporteurs sur ces déplacements ne limitent les fonds disponibles à l'amélioration de leurs services permettant de répondre aux besoins accrus en transport.

L'industrie des pâtes et papiers étant largement dépendante du transport ferroviaire, requiert instamment un système ferroviaire d'une capacité adéquate à des taux économiques et qui soit accessible à tous les usagers. Nous sommes convaincus que tous les secteurs de l'économie canadienne souffriront s'il y a délai dans l'investissement des chemins de fer en vue d'une capacité de transport accru. Ainsi, nous recommandons que soient établis des tarifs compensatoires pour les céréales et que la structure des tarifs soit propre à encourager l'efficacité du transport, pour les céréales et pour toutes les commodités. Nous préconisons aussi un système de contrôle assurant que les réseaux ferroviaires puissent répondre aux besoins futurs, tant pour le transport des céréales, que pour celui des autres produits, y compris les nôtres.

Si vous en faites la demande, nous serions heureux de nous présenter devant le Comité pour répondre aux questions que pourrait susciter ce mémoire.

Veuillez agréer, cher Monsieur Dionne, l'expression de mes sentiments les plus distingués.

HH/rf

APPENDICE "TRPT-265"

le 13 juillet 1983

MÉMOIRE PRÉSENTÉ AU
COMITÉ PERMANENT DES TRANSPORTS

PAR

"THE CONCERNED CITIZENS OF NOTUKEU LINE"
CLIMAX (SASKATCHEWAN)

Nous nous reportons premièrement au sous-alinéa d)(i) de l'article 3 de la partie I. Nous estimons que le nombre de représentants des éleveurs à grains devrait être réduit; la présence de six représentants créera un déséquilibre entre les commerçants de grains et les producteurs. Nous estimons également que le sous-alinéa d)(viii) devrait être modifié et qu'il devrait prévoir deux représentants de la Saskatchewan car cette province est le plus important producteur de grain d'exportation. Si la Saskatchewan comptait un plus grand nombre de représentants au sein du Comité supérieur du transport du grain, elle pourrait exercer une plus grande autorité sur le transport du grain.

Notre organisation s'oppose catégoriquement aux dispositions du paragraphe 4 de l'article 37 car elles assujettissent la participation du gouvernement à un plafond de 31,1 millions de tonnes.

La fixation d'un plafond défavorise l'accroissement de la production et se traduit par une augmentation des coûts imputables aux producteurs, hausse qu'ils ne peuvent pas se permettre. Par conséquent, ce plafond doit être supprimé.

Nous rejetons complètement les modalités de la loi (paragraphe 3 et 4 de l'article 33) qui prévoient le transfert de la prise en charge des wagons de la Commission canadienne du blé à une tierce partie.

La Commission canadienne du blé possède la compétence nécessaire en commercialisation pour assurer le transport de notre grain, mais elle doit conserver le pouvoir d'affecter les wagons pour empêcher tout bouleversement des livraisons causé en partie ou au complet par un tiers (voir les paragraphes 3 et 4 de l'article 33).

Pour conserver notre renommée comme exportateur de grains fiable, nous estimons que la prise en charge des wagons doit incomber entièrement à la Commission canadienne du blé.

Le paragraphe 1 de l'article 46 ouvre la porte aux taux variables en permettant aux chemins de fer d'inciter les cultivateurs à transporter leur grain à un endroit central. Le cas échéant, le trafic sur les voies de service diminuera, ce qui éliminera la rentabilité de ces lignes et les rendra susceptibles d'être abandonnées. De plus, les taux demandés aux points centraux seraient alors majorés au maximum permis et le producteur qui transporte son grain sur un long parcours verrait ses coûts augmenter alors que le grain pourrait être transporté à moins de frais par chemin de fer que par camion. L'accroissement de la circulation endommagerait les routes et augmenterait ainsi le fardeau fiscal du contribuable. Cela mènerait également à la décrépitude des agglomérations rurales qui sont essentielles au bien-être des collectivités rurales de la Saskatchewan. C'est pourquoi nous jugeons que ces dispositions de la loi sont inacceptables.

Le paragraphe 2 de l'article 21 donne à croire que les compagnies de chemin de fer pourraient se désintéresser de certaines voies de service. Les sanctions prévues ne sont pas assez sévères pour garantir que les chemins de fer entretiendront les voies de service. Nous estimons que la

loi devrait prévoir des sanctions adéquates pour garantir la qualité du service assuré sur toutes les lignes de chemin de fer.

Nous convenons que la subvention du gouvernement fédéral devrait être versée intégralement aux chemins de fer, et ce pour plusieurs raisons:

- (1) Les chemins de fer reçoivent les fonds selon les besoins.
- (2) Le gouvernement peut contraindre les chemins de fer à respecter certaines normes de rendement.
- (3) Le cultivateur est payé au moment où il vend son grain ... et pas un an plus tard.
- (4) Cette subvention n'est soumise à aucunes pressions politiques.
- (5) Ce mode de paiement est jugé acceptable par tous les partis politiques.

Les raisons suivantes militent contre le versement de la subvention aux producteurs:

- (1) Les agriculteurs des autres régions du pays exigeraient des subventions compensatrices.
- (2) La mise en oeuvre de cette méthode serait beaucoup plus complexe et coûteuse.
- (3) Les agriculteurs ne seraient pas tous traités également.
- (4) Cette méthode permet aux chemins de fer d'adopter plus facilement un tarif à taux variables.

Au paragraphe 1 de l'article 2, la définition du terme "grain" devrait être élargie de manière à englober d'autres produits tels que le triticale. De fait, nous estimons que la loi devrait viser tous les produits agricoles des prairies (y compris le bétail et les viandes habillées).

Pour ces raisons notamment, nous nous opposons à l'adoption du projet de loi C-155 dans sa forme actuelle.

Nous remercions le Comité de nous avoir donné l'occasion de lui présenter ce mémoire.

APPENDICE "TRPT-266"

MÉMOIRE PRÉSENTÉ AU COMITÉ DES TRANSPORTS DE LA CHAMBRE DES COMMUNES PAR

La Coalition du Nid-de-Corbeau

9 août 1983

Regina, Saskatchewan

La Coalition du Nid-de-Corbeau est un collectif dont font partie les organismes suivants:

La Fédération des coopératives

Les Fédérations du travail de Saskatchewan, du Manitoba et d'Alberta

c'est-à-dire notamment:

Le Syndicat des pompiers de Saskatoon

La Section 600-01 de la S.C.F.B., de Weyburn

La Section 248 P de l'U.F.C.W. de Saskatoon

La Section 7548 des M.U.A. de Saskatoon

La Section 1400, unité C-4, de l'U.F.C.W. de Saskatoon

Les Travailleurs en communication du Canada

La Section 36 de l'U.I.E.S. de Swift Current

Le Syndicat des employés des services céréaliers, du C.T.C., de Regina

Le Conseil du travail de North Battleford

L'Association des municipalités rurales de Saskatchewan

L'Union nationale des agriculteurs

La Western Cow Calf Producers' Association

La Fondation des exploitations agricoles du Canada

Le Groupe de recherche, d'éducation et d'action,

Le Comité "Save the Crow".

Les principes de la Coalition sont les suivants:

1. Des subventions sont essentielles à la survie de l'industrie céréalière canadienne. Elles devraient être versées directement aux sociétés de chemin de fer.

2. Les tarifs statutaires fixes actuels doivent être conservés.

3. Il ne doit pas y avoir de tarifs variables.

4. Il faut préserver la Commission canadienne du blé.

La Coalition ne prétend pas aborder tous les aspects du Bill C-155 dans le contexte de ce mémoire. D'autres témoins ont déjà traité, ou traiteront, de certains de ses aspects les plus complexes et de certains de ses défauts.

Il n'est pas utile que nous répétions les déclarations ou les arguments présentés de manière très claire et très ferme par d'autres organisations dont nous partageons le point de vue. Ces arguments, y compris ceux, très valides, fondés sur l'histoire du transport ferroviaire dans les Provinces de l'Ouest, justifient à eux seuls la préservation du tarif du Nid-de-Corbeau tel qu'établi en 1925. Notre objectif est donc simplement d'appuyer ces arguments en présentant une justification très contemporaine du tarif du Nid-de-Corbeau, à savoir que l'industrie céréalière de l'Ouest a besoin, et continuera d'avoir besoin, de subventions au transport si l'on veut qu'elle survive dans le contexte mondial.

Selon nous, le maintien du tarif statutaire de 1925 représente le minimum de ce qui est nécessaire pour garantir notre survie. Nous admettons que le tarif statutaire représente une subvention, mais nous pensons qu'elle est équitable, et justifiée par la position enclavée des Provinces de l'Ouest, ainsi que par les subventions multiples offertes aux producteurs céréaliers des principaux pays qui font concurrence au Canada sur les marchés mondiaux.

Les États-Unis sont notre principal concurrent à cet égard. En 1982, ils avaient produit 17 % de la production mondiale de blé, soit 76 millions de tonnes, alors que la part du Canada n'était que de 5 %, soit 24,8 millions de tonnes. Puisque les États-Unis ont dix fois plus d'habitants que le Canada, ils consomment une plus grosse quantité de leur propre production, ce qui signifie que la part canadienne du commerce international de blé avait atteint 19 % en 1982, par rapport à 48 % pour les États-Unis.

En chiffres bruts, le Canada avait exporté 18,4 millions de tonnes en 1982, sur une production totale de 24,8 millions de tonnes, alors que les États-Unis en avaient exporté 48 millions de tonnes sur une production totale de 76 millions.

Voici une comparaison des subventions versées aux producteurs américains et canadiens de blé, calculées en dollars américains. Mentionnons que les subventions canadiennes comprennent le tarif du Nid-de-Corbeau.

Subventions en dollars par tonne

	<u>Canada</u>	<u>États-Unis</u>
1972	5,00 \$	22,40 \$
1981	4,5 \$	18,00 \$
Moyenne sur 10 ans	4,00 \$	11,80 \$

On constate ainsi que pendant une période de dix ans le producteur de blé des États-Unis a reçu en moyenne deux fois plus de subventions que son homologue canadien. Par ailleurs, les chiffres américains ne comprennent pas toutes les sommes consacrées à l'entretien du réseau fluvial du Mississippi et du Missouri, qui permet de transporter la majeure partie des céréales américaines destinées à l'exportation.

Une autre caractéristique de la situation américaine est que 13,2 millions de tonnes de blé ont été exportées par des ports des États de Washington et de l'Oregon. Ce blé avait été essentiellement produit dans ces deux États, qui sont des États côtiers dont la production doit parcourir des distances beaucoup moins importantes que celles du Canada. À ce titre, ces États sont dans une situation semblable à l'Australie.

Si l'on inclut à cela les sommes versées aux producteurs américains au titre du programme de Paiement en nature (Payment In Kind- PIK) de 1983, que l'on évalue à 11 milliards de dollars en tout (dont 2,7 seront attribués au titre du blé), on aboutit à des subventions américaines considérablement supérieures aux subventions canadiennes, actuelles ou envisagées.

La France est un autre producteur important de blé, puisqu'elle a produit 22,9 millions de tonnes en 1982, chiffre très proche des 24,8 millions de tonnes du Canada. Dans les dix pays de la Communauté économique européenne, la production de blé en 1982 a atteint 54,5 millions de tonnes. Or, les producteurs de blé de la France et des autres pays de la C.E.E. ont obtenu en 1981 des subventions de 18,00 \$ la tonne (en dollars américains). Les pays de la C.E.E. ont exporté 14,1 millions de tonnes en 1981-82, à l'exclusion du commerce intra-européen. En d'autres mots, ces pays sont des concurrents importants pour le Canada, sur les marchés mondiaux.

Les deux autres concurrents du Canada, soit l'Australie et l'Argentine, subventionnent eux aussi le transport de leur blé. L'Australie, qui a produit 16,4 millions de tonnes en 1981, chiffre représentant la deuxième meilleure année de son histoire et supérieur de 50 % à celui de 1980, a exporté le chiffre record de 11,4 millions de tonnes en 1982. L'Argentine, qui a produit 11,3 millions de tonnes en 1982, en a exporté 4,3 millions de tonnes, dont une bonne partie était destinée aux autres pays de l'Amérique centrale et latine, qui ont importé en tout 10,9 millions de tonnes en 1981-82. Les zones productrices de l'Argentine sont elles aussi proches des côtes, mais cela n'empêche pas le gouvernement de ce pays d'assumer tous les frais de transport, des élévateurs locaux jusqu'aux régions portuaires.

En Australie, la distance moyenne qui sépare les zones céréalières des zones portuaires est de 300 kilomètres, alors qu'elle est de 2 000 kilomètres au Canada. Malgré cela, un rapport sur les activités

du chemin de fer de l'État de Victoria, en 1982, révèle que les agriculteurs n'ont eu à payer que 50 % du coût moyen de transport des grains.

Voilà donc la situation mondiale. Considérant les subventions massives offertes aux États-Unis, notre principal concurrent, en France, en Argentine et en Australie, le Canada sera incapable de survivre sur les marchés mondiaux si les agriculteurs doivent payer des frais de transport plus élevés pour expédier leur production vers les zones portuaires les plus proches.

C'est pour ces raisons que nous réclamons le maintien, sous sa forme actuelle, du tarif statutaire actuel pour l'exportation des grains. Sinon, le producteur canadien sera incapable de faire face à la concurrence internationale, et l'industrie céréalière de l'Ouest ira à la ruine. Or, il ne faudrait pas oublier que la production de céréales constitue la base de l'économie des provinces de l'Ouest. Si l'on détruit la capacité d'exportation des producteurs de l'Ouest, que deviendra l'agriculture dans ces provinces?

C'est non seulement l'économie des provinces de l'Ouest qui est en jeu, c'est aussi celle de tout le Canada. C'est en effet grâce aux exportations records de céréales canadiennes que la balance des paiements du Canada est restée excédentaire pendant la récession de 1981 à 1983.

Impact sur les collectivités

Il est manifeste que le Bill C-155 aura une influence extrêmement néfaste, à la fois sociale et économique, sur la plupart des collectivités rurales du Manitoba, de la Saskatchewan et de l'Alberta. Examinons, pour s'en convaincre, les conséquences qu'auront sur ces collectivités les deux facteurs suivants: 1) l'augmentation des frais de livraison payés par les agriculteurs, et 2) la modification du réseau de transport.

Si les tarifs envisagés par le gouvernement fédéral pour 1990 avaient été en vigueur en 1982, les agriculteurs de Saskatchewan auraient dû payer 370 millions de dollars supplémentaires pour expédier leurs céréales. À titre d'information, le total des frais d'exploitation de l'agriculture en Saskatchewan s'élevait en 1982 à 2 343 millions de dollars. Soustraire 370 millions de dollars à l'économie provinciale aurait eu un effet extrêmement néfaste sur le commerce de détail dans la province, étant donné les retombées multiples de l'agriculture. À titre d'information encore, le chiffre d'affaires total du commerce de détail en Saskatchewan en 1982 s'élevait à 4 027 millions de dollars.

L'augmentation des coûts assumés par les agriculteurs aurait également des effets indirects sur les localités. Tout d'abord, elle entraînerait le regroupement des exploitations, pour la constitution de fermes moins nombreuses et plus vastes. Le déclin démographique qui en résulterait serait aggravé par le fait que les grosses exploitations ainsi constituées auraient tendance à ignorer les collectivités locales pour leurs approvisionnements, au profit des grands concessionnaires des centres

urbains plus importants. L'augmentation des coûts de livraison pourrait également entraîner les agriculteurs à réduire leurs investissements agricoles, portant ainsi un autre coup à l'économie locale.

On considère généralement qu'un réseau de transport moderne, plus efficient, implique des points de livraison moins nombreux et de plus vaste capacité. La perte de certains élevateurs entraînerait donc le déclin du secteur des fournitures agricoles, et donc le déclin général du commerce et des possibilités d'emploi.

Beaucoup des collectivités susceptibles d'être affectées sont aujourd'hui dotées d'actifs considérables, sous forme d'équipements commerciaux, éducatifs, religieux, sociaux et récréatifs. La sous-utilisation éventuelle de ces équipements constitue en soi un coût non négligeable. De plus, le déclin de la qualité des services offerts aux collectivités s'accompagne souvent d'un déclin parallèle de la qualité de vie de leurs résidents.

En résumé, le Bill C-155 aurait des conséquences extrêmement graves sur les collectivités, du fait du déclin de leur population, de l'évolution des structures commerciales, du déclin de l'activité commerciale et des possibilités d'emploi, de la sous-utilisation des équipements communautaires, et d'un appauvrissement de la qualité de vie.

Le réseau ferroviaire

D'aucuns prétendent souvent qu'il est indispensable de relever sensiblement les taux de fret appliqués aux céréales pour moderniser le réseau ferroviaire. Nous ne contestons pas la nécessité de cette modernisation, mais prétendre que celle-ci est nécessaire pour le transport des grains est une exagération monumentale. Les travaux de modernisation requis dans les Prairies peuvent en effet être en grande partie financés par les subventions déjà offertes aux sociétés de chemin de fer au titre du Programme de rénovation des embranchements. Grâce à ce programme, les sociétés reçoivent aujourd'hui des subventions pour 8 708 milles de voies ferrées, dans les trois provinces des Prairies, sur un réseau total de 16 962 milles.

En vertu de la Loi sur les chemins de fer, les sociétés sont rémunérées au plein tarif pour toutes les céréales provenant de ce que l'on appelle une "voie céréalière", à partir du point de départ des céréales jusqu'au point de livraison dans un terminal d'exportation, même si la distance la plus grande est celle d'une voie principale.

Il devrait y avoir beaucoup plus d'échanges de wagons céréaliers entre le CN et le CP, outre ceux qui se produisent actuellement entre Calgary et Edmonton. L'objectif des sociétés devrait être de transporter les céréales par la voie la plus courte jusqu'aux zones portuaires.

On affirme parfois, de manière erronée, qu'il est nécessaire de moderniser le réseau ferroviaire de l'Ouest surtout, voire uniquement, pour assurer le transport des céréales jusqu'à Vancouver ou Prince Rupert. En réalité, le trafic céréalier ne représente que moins de 20 % de tout le trafic ferroviaire, le reste étant constitué par des marchandises transportées aux tarifs compensatoires approuvés par la Commission canadienne des Transports.

En outre, cette soi-disant modernisation est presque totalement prévue pour les voies ferrées des Rocheuses, et les transports de céréales dans l'Ouest ne représentent qu'environ 45 % de toutes les céréales exportées. Il existe déjà une double voie de Portage la Prairie à Thunder Bay.

La Commission canadienne des transports

Lors de ses audiences publiques, la Commission sur la manutention et le transport des grains a entendu de nombreux témoins critiquer la Commission canadienne des transports parce qu'elle n'assumait pas adéquatement ses responsabilités en matière de réglementation des activités du CN et du CP dans l'Ouest, notamment en ce qui concerne l'entretien des embranchements et la réparation des ponts et des chevalets, comme l'exige la Loi sur les chemins de fer. Dans son rapport, la Commission déclare ce qui suit:

" La critique la plus importante était peut-être que la Commission canadienne des transports, étant sise à Ottawa, n'avait pas conscience des problèmes et des besoins de l'Ouest, et n'y répondait pas".

(page 22) (Traduction)

Suite à la publication du rapport de la Commission, l'Honorable Otto Lang, alors ministre des Transports, avait créé au sein de la Commission canadienne des transports une Division de l'Ouest, sise à Saskatoon et dotée d'un certain nombre de commissaires.

Il ne fait aujourd'hui aucun doute que la Commission canadienne des transports jouit d'une bien meilleure réputation dans l'Ouest, et que sa Division de l'Ouest y fait rarement l'objet de plaintes. Il y a donc lieu de féliciter M. Lang pour cette décision.

L'élimination des trains de voyageurs

Il ne nous paraît pas sage de parler d'amélioration du réseau sans prendre tous les éléments en considération. Le premier d'entre eux est sans doute celui qui concerne la capacité des voies principales actuelles de transporter toutes les marchandises offertes, maintenant que les services de voyageurs ont été considérablement réduits, voire virtuellement éliminés, ce qui est le cas de la voie principale du CN à l'Ouest de Winnipeg. Dans ce dernier cas, il ne reste plus qu'un service mineur de Saskatoon à Edmonton. Pour la voie principale du CP, les services de voyageurs ont été ramenés à un niveau minimum. Or, les spécialistes des chemins de fer savent pertinemment que la réduction du nombre de trains de voyageurs sur les voies principales permet d'y faire passer un plus grand nombre de trains de marchandises, roulant beaucoup plus vite.

Cela n'a cependant pas été le seul bienfait de l'élimination des services de voyageurs pour les sociétés de chemins de fer, puisque l'État a versé en 1980 une subvention de 547 millions de dollars à VIA Rail.

Les besoins des Rocheuses

Il ne fait aucun doute qu'il est nécessaire de doubler un nombre considérable de voies dans les Rocheuses, ainsi que le système du tunnel Beaver du CP, par Roger's Pass. Cependant, ceux qui parlent de moderniser les voies dans la région des Rocheuses ne parlent jamais de la possibilité d'une interruption presque totale du trafic jusqu'à Vancouver s'il devait y avoir un glissement de terrain dans les montagnes, ou un tremblement de terre le moindrement important dans la gorge de Fraser, qui pourraient catapulter les voies du CN et du CP dans le fleuve. Si un tel accident survenait, les voies du CN et du CP, ainsi que la route transcanadienne, seraient fermées pendant des mois. Or, cette possibilité n'est certainement pas frivole, puisque l'on a déjà constaté des fissures dans les montagnes situées entre Hell's Gate et Hope.

Lors de la conférence organisée à Calgary en 1973 sur les perspectives économiques de l'ouest, le Premier Ministre, M. Trudeau, était convenu avec le gouvernement de la Colombie-Britannique de faire construire une voie de détournement, appelée le raccourci Clinton Ashcroft, justement pour faire face à une telle éventualité. Après certaines études préliminaires, les travaux ont été interrompus. Il est donc important de rappeler que la planification à long terme d'un couloir de transport sûr jusqu'à Vancouver doit nécessairement inclure un tel lien avec la voie de la Colombie-Britannique pour garantir l'accès à Vancouver en cas de désastre dans la Gorge. La Commission sur la manutention et le transport des grains avait ainsi recommandé, en 1977:

1. Que les gouvernements du Canada et de la Colombie-Britannique, conformément à l'accord négocié lors de la Conférence sur les perspectives économiques de l'ouest, acquièrent immédiatement les droits de passage pour le raccourci Clinton Ashcroft.
2. Que l'on achève les études et les plans pour ce raccourci, de façon à en assurer rapidement la construction, en cas d'urgence.

La Commission avait conclu que "la prochaine génération retrouvera peut-être la sagesse des participants à la Conférence sur les perspectives économiques de l'Ouest" (Traduction).

(Rapport de la Commission sur la manutention et le transport des grains, 1977, volume I, page 192).

Les frais de nettoyage

Un aspect du problème a largement été ignoré jusqu'à présent, bien qu'il affecte les producteurs céréaliers de l'Ouest. C'est celui des frais de nettoyage exigés des expéditeurs et des vendeurs de grains par les éleveurs locaux et qui représentent en moyenne 2 % pour le blé, ce qui signifie que le producteur n'est payé que pour 98 boisseaux lorsqu'il paie des taux de fret pour 100. Cette différence de 2 %, pour ce que l'on appelle "les criblures", devient la propriété de la société d'éleveurs et représente une perte sèche pour les agriculteurs, bien qu'ils aient payé les taux de fret jusqu'au terminal portuaire, sauf s'ils font partie d'un Groupe du

blé. Or, les sommes en jeu représentent des millions de dollars chaque année, comme le prouve cet extrait du rapport annuel du Terminal intérieur de Weyburn pour 1982:

La production et la vente de criblures de qualité restent une source importante de revenus pour la compagnie. En 1982, 5 475 tonnes de criblures ont été produites, et le revenu de leur vente sur le marché des Prairies a représenté environ 14 % des bénéfices bruts.

Nettoyer les céréales sur les Prairies et conserver les criblures pour l'élevage du bétail constitue non seulement une source importante de revenu pour la compagnie, mais contribue aussi à l'efficacité du système de transport canadien. Il aurait en effet fallu environ 84 wagons-trémies pour transporter jusqu'à Thunder Bay ou Vancouver les quantités de criblures retenues dans les Prairies par le terminal intérieur de Weyburn en 1982. (page 1) (Traduction).

Si l'on considère qu'environ 26,6 millions de tonnes de céréales de la seule Commission du blé ont été expédiées par les éleveurs locaux en 1981-82 jusqu'à Thunder Bay, Vancouver, Prince Rupert et Churchill, on constate que les agriculteurs locaux ont payé des taux de fret sur environ 532 000 tonnes de grains pour lesquels ils n'ont pas été payés.

Une pratique aussi inique ne peut manifestement pas continuer, alors que l'on envisage avec le Bill C-155 de quintupler les taux de fret.

Nous mentionnons ce fait parce qu'il représente un autre élément du système très complexe de l'agriculture céréalière des Prairies. Si les

céréales sont nettoyées localement, comme cela se fait au terminal de Weyburn, les criblures peuvent être utilisées pour l'élevage du bétail, des porcs et de la volaille. Cependant, à l'exception du terminal de Weyburn et de deux ou trois autres, le nettoyage des céréales n'est pas effectué dans les Prairies. Les criblures sont vendues en Colombie-Britannique ou aux États-Unis, ou expédiées vers l'Est, notamment vers l'Ontario, à partir de Thunder Bay.

Nous prions donc votre comité d'examiner sérieusement les pages 155 à 159 du Rapport de 1977 de la Commission sur la manutention et le transport des grains, et de tenir particulièrement compte du fait que, jusqu'en 1977, les criblures représentaient 28 millions de boisseaux qui, lorsqu'elles étaient séparées, produisaient 3,6 millions de boisseaux vendus comme grains entiers.

La meunerie dans les provinces de l'Ouest

L'extrait ci-dessous du même rapport est toujours valable aujourd'hui:

La production canadienne de farine a diminué d'environ 30 % par rapport au record de 56 millions de quintaux en 1946-47, pour atteindre 39 millions de quintaux en 1974-75. On a constaté en même temps un transfert important des minoteries au Canada. Au milieu des années 1950, environ 52 % de la farine produite au Canada l'était à l'Est de la Tête du lac. En 1974-75, le marché se répartissait de la manière suivante: 69 % dans les provinces de l'Est et 39 % dans celles de l'Ouest.

La Commission sur la manutention et le transport des grains a constaté, après avoir étudié cette industrie, que certains programmes du gouvernement, certaines pratiques de vente de la Commission canadienne du blé et certains droits ferroviaires secondaires entraînaient la destruction de l'avantage géographique naturel dont devraient bénéficier les minoteries de l'Ouest.

Lorsque celles-ci reçoivent du blé des élévateurs primaires, la Commission canadienne du blé perçoit au nom de la société céréalière un "droit de détournement" de trois cents le boisseau, en lieu et place des revenus de l'élévateur terminal. Ce droit a récemment été rebaptisé "droit de sélection". Les minoteries sont obligées de payer 1,5 cent supplémentaire par boisseau si le blé qu'elles obtiennent contient moins de 1 % de criblures. Les minoteries de l'Est n'ont pas à payer ce droit.

L'un des avantages naturels de l'implantation d'une minoterie près des zones de production du blé concerne la réduction des équipements nécessaires pour l'entreposage. Les stocks requis par une minoterie de l'Ouest représentent la production de moins d'un mois, alors que ceux des minoteries de l'Est sont beaucoup plus élevés. Lorsque la navigation est interrompue sur le Saint-Laurent, les minoteries de l'Est sont parfois obligées d'avoir des stocks de blé représentant parfois six mois de production. Puisque la Commission canadienne du blé paie les coûts d'entreposage, le producteur céréalière de l'Ouest en arrive à payer les coûts de péréquatation des frais d'entreposage des minoteries de l'Est et de l'Ouest.

Le prix du blé rendu en entrepôt à Thunder Bay comprend un certain nombre de coûts assumés par la Commission du blé. Il s'agit des services rendus par la Commission en matière d'inspection, de fret, de transfert dans l'élévateur terminal et de nettoyage, ainsi que des frais administratifs de la Commission. Le prix du blé payé par les minoteries de l'Ouest est donc ce prix moins les taux de fret. Les minoteries de l'Est et de l'Ouest reçoivent une subvention pour les frais d'arrêt exigés sur la farine exportée. En vertu de l'article 329 de la Loi sur les chemins de fer, le gouvernement fédéral a fixé législativement ces frais d'arrêt dans l'Est à trois cent le quintal. Dans l'Ouest, les sociétés de chemins de fer ont le droit de les fixer à n'importe quel niveau. En 1973, conscient de l'effet discriminatoire du tarif fixe établi pour l'Est, le gouvernement fédéral a adopté un programme de rabais, équivalent à 7,5 cents le quintal sur la farine exportée par les minoteries de l'Ouest. Le résultat net de l'opération est que les minoteries de l'Est reçoivent une subvention de 15 cents le quintal, alors que celles de l'Ouest reçoivent 7,5 cents le quintal". (p.279-283) (Traduction).

L'industrie de la meunerie

On constate, en examinant l'industrie de la meunerie, que les producteurs de blé de l'Ouest subventionnent les consommateurs de l'Est du fait des procédures mises en oeuvre par la Commission canadienne du blé.

En effet, les consommateurs de l'Est bénéficient du paiement par la Commission des frais d'entreposage d'environ 50 millions de boisseaux de

blé moulu et consommés dans l'Est. Cet avantage, ajouté à d'autres, représente six à sept cents pour chaque pain consommé dans l'Est, somme qui est accordée au détriment des producteurs de blé de l'Ouest, puisque les revenus de la Commission viennent de la vente du blé de l'Ouest.

Les frais d'arrêt de 18 cents mentionnés dans la citation précédente, pour l'entreposage ou la meunerie, s'élèvent aujourd'hui à 40 cents le quintal.

Si l'on veut faire payer aux producteurs des Prairies des taux de fret plus élevés, il serait au moins normal d'éliminer les subventions accordées aux consommateurs de l'Est, au détriment des céréaliers des Prairies.

Les frais d'arrêt

Il s'agit de frais de 40 cents le quintal exigés par les sociétés de chemins de fer lorsque les wagons de blé sont livrés aux minoteries de l'Ouest pour la transformation du blé en farine devant être exportée ou entreposée, et qui sont payés lorsque la farine est expédiée vers le port. Rien de semblable n'est exigé des minoteries de l'Est. Par ailleurs, lorsque les minoteries de l'Ouest achètent du blé à la Commission pour moudre de la farine destinée au marché intérieur, elles payent les taux de fret réels ou réguliers pour la distance séparant l'élévateur local de leur minoterie. En contrepartie, les minoteries de l'Est bénéficient du tarif du Nid-de-Corbeau jusqu'à Thunder Bay.

L'industrie de l'élevage

Il est regrettable que les modifications proposées par le Bill C-155 aient semé une certaine discorde dans les Provinces de l'Ouest entre les céréaliers et les éleveurs. Nous savons parfaitement que les éleveurs de l'Ouest sont handicapés par rapport à leurs homologues de l'Est. Notre position est donc que l'industrie de l'élevage de l'Ouest mérite une attention spéciale, mais pas aux dépens de l'industrie céréalière. Certes, si le prix des grains diminue de quelques cents le boisseau à l'éleveur local, les éleveurs se trouveront dans une meilleure position, mais nous ne voyons pas l'avantage que pourront en tirer l'économie nationale ou celle des provinces de l'Ouest, puisque l'on aura ainsi appauvri les cultivateurs pour enrichir les éleveurs. Il doit bien y avoir d'autres méthodes plus valables pour répondre aux besoins légitimes de ces derniers.

Après avoir étudié en détail cette question, la Commission sur la manutention et le transport des grains a recommandé que les taux de fret du bétail et de la viande soient fixés à des niveaux qui n'entraînent pas l'élimination des avantages naturels dont jouissent les éleveurs et les transformateurs des prairies, du fait de leur situation géographique. Cette étude est résumée dans le Rapport de 1977 de la Commission, de la page 291 à la page 309.

Les wagons-trémies

Étant donné le nombre insuffisant de wagons-trémies, essentiellement à cause du vieillissement des wagons existants et du refus des sociétés de

chemin de fer d'en acheter de nouveaux, le gouvernement fédéral, la Commission du blé et les provinces de l'Ouest ont jugé nécessaire d'acheter ou de louer des wagons-trémies, afin de les mettre gratuitement à la disposition des sociétés de chemin de fer.

Le parc de wagons-trémies a été constitué de la manière suivante:

a) Achats du gouvernement fédéral:

<u>Année</u>	<u>Nombre de wagons</u>	<u>Coût (en millions de dollars)</u>
1972-73	2 000	46,0
1976-77	4 012	138,6
1977-78	2 000	75,6
981-82 (location)	2 030	109,9
1982-83	<u>1 280</u>	<u>79,3</u>
	11 322	449,5

b) Commission canadienne du blé

La Commission canadienne du blé a acheté 2 000 wagons en 1979-80, au prix de 90,6 millions de dollars. Les frais d'amortissement et d'intérêt, nets des revenus locatifs, imputés aux comptes de 1979-80, 1980-81 et 1981-82, furent les suivants:

Millions de dollars

1979-80 (année partielle)	8,7
1980-81	21,1
1981-82	17,1

Mentionnons que le prix d'achat de ces wagons, soit 90,6 millions de dollars, représentait l'argent propre des producteurs de céréales.

c) Les gouvernements provinciaux

Les provinces de la Saskatchewan et de l'Alberta ont également acheté 1 000 wagons chacune. Pour la Saskatchewan, le prix s'est élevé à environ 54 millions de dollars; pour l'Alberta, les wagons ayant été achetés à peu près à la même époque, on peut supposer que leur prix a été identique, soit aussi environ 54 millions de dollars.

En conséquence, les sociétés de chemin de fer peuvent utiliser, sans payer de loyer, du matériel roulant ayant coûté 649,1 millions de dollars. Personne ne semble avoir jamais envisagé que les sociétés de chemin de fer puissent être appelées à payer ce matériel, à sa valeur actuelle, bien que le Bill C-155 envisage de leur octroyer 651,1 millions par an. Il paraît invraisemblable que l'on soit prêt à faire un don aussi massif aux sociétés de chemin de fer, surtout lorsque 198,6 millions de dollars de la somme totale représentent de l'argent qui aurait dû aller aux producteurs de l'Ouest.

La Commission du blé

Nous sommes extrêmement préoccupés par les paragraphes (2) et (5) de l'article 33 du Bill C-155, dans la mesure où ils risquent de réduire sensiblement les pouvoirs actuels de la Commission du blé en matière de contrôle du parc de wagons à grains. La Commission devrait continuer à jouir du droit incontesté de contrôler ce parc de wagons, pour pouvoir respecter ses engagements en matière de vente. Elle doit toujours être en mesure d'expédier les quantités et les qualités de grains voulues, et donc d'avoir accès aux wagons requis; sinon, si on la prive de ce pouvoir, elle risque de devoir payer des frais de surestarie qui, comme nous le savons, sont en fait payés par les producteurs eux-mêmes.

Conclusion

En conclusion, la Coalition souhaite insister sur le fait que les dispositions suivantes du système actuel sont pour elle inviolables:

1. Considérant que les provinces de l'Ouest sont enclavées, à la différence de la plupart des autres pays exportateurs, leurs transports de céréales doivent être subventionnés.
2. Considérant les subventions accordées par la plupart des autres pays exportateurs de blé, la subvention dont jouissent aujourd'hui les producteurs de blé des provinces de l'Ouest doit être maintenue, c'est-à-dire que le tarif du Nid-de-Corbeau doit être préservé.
3. La Commission canadienne du blé doit conserver les pouvoirs nécessaires pour contrôler le parc de wagons à grains.
4. Les taux variables sont intolérables, même dans les limites envisagées par le projet de loi.
5. Quelle que soit la solution adoptée au problème, il doit y avoir un tarif statutaire fixe pour le transport des grains, et non pas un tarif dépendant de l'évaluation par qui que ce soit des quantités devant être produites, comme l'envisagent les articles (37) (4) et (54) (1) du Bill C-155.

6. Quelle que soit la solution adoptée au problème, la responsabilité de l'exécution des fonctions de la Commission canadienne des transports doit être confiée à la Division de l'Ouest de celle-ci.
7. Les taux de transport doivent s'appliquer à toutes les céréales produites dans les Prairies.

Veuillez agréer nos sentiments distingués.

La Coalition du Nid-de-Corbeau

E.M. Hall,
Coordonnateur et
porte-parole.

APPENDICE "TRPT-26 7"

MÉMOIRE PRÉSENTÉ AU COMITÉ DES TRANSPORTS DE LA CHAMBRE DES COMMUNES PAR
LE COMITÉ DU NID-DE-CORBEAU DE MACRORIE, SASKATCHEWAN

Monsieur le Président, messieurs les membres du Comité,

Depuis un an, maintes organisations nous disent, parfois à l'instigation de M. Pepin, que ce sont les agriculteurs de l'Ouest qui veulent réformer la politique de transport des grains. Cependant, la plupart de ces organisations n'ont jamais pris la peine de demander ce qu'il en est réellement aux agriculteurs eux-mêmes. Nous estimons donc qu'il est grand temps que ceux-ci s'expriment.

Beaucoup des agriculteurs d'aujourd'hui se sont établis dans les années 30 et 40, lorsque les récoltes étaient incertaines, les prix faibles, et les marchés restreints. Ils n'ont donc pas connu la prospérité, la majorité de leurs céréales étant vendues à l'Europe occidentale, à très bas prix. Cependant, ils pouvaient toujours avoir une certitude, c'était que les taux de fret de leurs céréales resteraient stables, du fait du Nid-de-Corbeau. Ils ont donc toujours vécu dans l'avenir, en se disant, lorsqu'ils connaissaient une mauvaise année ou lorsque les prix étaient trop faibles, que la situation s'améliorerait l'année suivante, les taux de fret restant toujours les mêmes.

On nous avait appris à l'école que les taux de fret du Nid-de-Corbeau avaient été garantis à perpétuité, en échange de concessions énormes aux sociétés de chemin de fer. Celles-ci avaient en effet reçu de

vastes territoires houillers, ainsi que des terres dans chaque collectivité de la Saskatchewan. Or, toutes ces terres, qui avaient été achetées et payées par les agriculteurs, sont allées gonfler les coffres des sociétés de chemin de fer. Pendant qu'elles construisaient les voies ferrées, le gouvernement garantissait leurs emprunts, leur accordait le monopole du transport ferroviaire à partir de nos villes, en vertu de quoi elles avaient promis que les tarifs de transport de nos céréales resteraient éternellement les mêmes. Cela constituait un facteur de stabilisation pour des localités qui en avaient grandement besoin. Dans leur sagesse, nos ancêtres avaient donc jugé bon d'accorder des concessions aux sociétés de chemin de fer afin d'assurer la réalisation d'un objectif primordial de l'époque, soit la création d'une voie ferrée unissant le Canada d'une côte à l'autre.

Aujourd'hui, quand M. Pepin nous dit qu'il va abolir le tarif du Nid-de-Corbeau et nous garantir législativement, à perpétuité, l'avenir de nos fermes, cela ne nous rassure pas beaucoup. Nous pensions en effet que l'on nous avait déjà accordé une certaine protection à perpétuité. Selon lui, la loi du Nid-de-Corbeau n'est cependant qu'une loi comme les autres, qui peut être amendée. Dans deux ou trois ans, il nous dira encore que la nouvelle loi n'est qu'une loi comme les autres, qui peut encore être amendée. Or, si l'on commence à amender le tarif du Nid-de-Corbeau, nous aurons perdu à jamais la stabilité qui a fondé notre agriculture. En fait, M. Pepin choisit maintenant de garantir la protection des sociétés de chemin de fer. Étant donné qu'il est ministre des Transports, nous ne saurions être surpris de constater que

c'est à elles que va sa loyauté. Ces sociétés, qui avaient été conçues pour unifier le Canada, deviendront l'instrument de sa scission. Sa remarque mesquine, selon laquelle on nous a appris dès l'enfance à haïr les sociétés de chemin de fer, s'avèrera probablement encore plus prophétique à l'avenir, s'il réussit dans son entreprise.

Pourquoi nous parle-t-on tellement, aujourd'hui, d'augmenter considérablement la capacité du réseau ferroviaire pour transporter toutes les céréales que nous allons produire? Nous avons plutôt l'impression qu'on veut nous faire payer les frais de la rénovation des voies ferrées pour que d'autres entreprises puissent en profiter. Considérant l'importance de l'agriculture, non seulement pour l'Ouest mais pour l'ensemble de la nation, rien ne justifie que l'agriculture soit pénalisée au profit de la prospérité d'autres industries.

D'aucuns prétendent que nous ne pourrions plus transporter toutes nos céréales si nous ne contribuons pas à la rénovation des voies et à l'achat d'autres wagons-trémies. A cela, nous ferons remarquer que nous n'avons pas tellement l'habitude de jeter les céréales que nous produisons. La seule fois où cela nous est arrivé, c'était la dernière fois que M. Gilson a mis son nez dans nos affaires, ce qui avait débouché sur le fameux Programme de réduction des stocks de blé. En fait, nous serions tout à fait satisfaits de pouvoir entreposer des céréales d'une année à l'autre. Nous avons toujours beaucoup plus de mal à en produire qu'à en vendre, même si nous essayons toujours d'atteindre 50 boisseaux l'acre. Si nous avons parfois eu des difficultés à

faire transporter nos céréales, c'était parce que les manutentionnaires ou les cheminots étaient en grève, et jamais M. Pepin n'a dit qu'il obtiendrait de leur part des garanties de rendement.

On nous dit qu'avec l'élimination du tarif du Nid-de-Corbeau, nous obtiendrons un quota de 15 boisseaux d'ici février. Si nous mettons la moitié de nos terres en jachère chaque année, cela représentera un quota de 30 boisseau l'acre cultivée. Puisque la production moyenne à long terme n'est encore que de 27 boisseaux l'acre, un quota de 15 boisseaux en février liquidera la production de la majorité des agriculteurs, et qu'auront-ils alors à vendre pendant le reste de la saison? Cette année, malgré une récolte très abondante en 1982, la majeure partie de nos stocks seront épuisés d'ici la fin du mois de juillet. Et l'on voudrait nous faire croire que nous avons besoin d'un système ferroviaire capable d'en transporter plus?

Il nous a fallu 30 ans pour augmenter notre production moyenne de 22 à 27 boisseaux l'acre. On prétend maintenant qu'il faut améliorer le réseau ferroviaire pour nous préparer à une augmentation de 10 % de la production céréalière dans les sept prochaines années. S'il a fallu trente ans pour obtenir un gain de 5 boisseaux l'acre, peut-on sérieusement croire que l'on obtiendra un gain de trois boisseaux en seulement sept ans? Si l'on augmente nos taux de fret, nous aurons moins d'argent à consacrer aux engrais ou produits chimiques et nous serons incapables d'atteindre 30 boisseaux l'acre en 1990. Si l'on augmente la capacité du réseau ferroviaire, ce n'est donc certainement pas pour répondre à la demande du secteur agricole.

Si les grains de provende ne doivent plus être transportés vers l'Est, mais être consommés par des élevages plus importants dans l'Ouest, pourquoi nous parle-t-on tellement d'augmenter la capacité du réseau pour les agriculteurs? Si l'on veut accroître la capacité du réseau, que ceux qui vont en profiter en payent les frais, c'est-à-dire les sociétés de potasse, de charbon et de bois, qui exercent des pressions depuis des années sur le gouvernement pour que les agriculteurs et les contribuables payent les frais de ce programme.

On nous dit que l'abolition du tarif du Nid-de-Corbeau entraînera la prospérité de l'Ouest. Cependant, les États-Unis n'ont pas eu à assumer "le fardeau" d'un tarif du Nid-de-Corbeau et cela n'a pas empêché le Midwest d'être plus prospère que nous.

On parle beaucoup d'accorder aux éleveurs un versement à l'acre pour contribuer aux frais de transport qu'il n'ont pas à payer sur les grains de provendes qu'ils utilisent pour leur propre bétail. Que voilà une innovation extraordinaire! On va maintenant rembourser des gens pour des dépenses qu'ils n'ont pas eu à assumer! Nous, ce n'est pas ça que nous vous demandons. Nous vous demandons simplement de contribuer positivement à la résolution des problèmes des éleveurs, et pas de cette manière.

Vous nous dites que vous allez améliorer la situation de l'élevage dans l'Ouest, en augmentant le taux de fret à un point tel qu'il sera prohibitif d'expédier des céréales dans l'Est. Il paraît que cela débouchera sur une industrie de l'élevage florissante dans les provinces de l'Ouest.

Nous nous demandons simplement: qui va manger toute cette viande de boeuf? Ceux d'entre nous qui font de l'élevage ont vu fléchir les prix ces dernières années, et on nous a dit que c'était parce qu'on élevait trop de bêtes. Maintenant, vous nous dites d'en élever plus. Par contre, vous dites aux agriculteurs québécois que cette réforme ne donnera en fait aucun avantage réel aux cultivateurs de l'Ouest, et qu'ils n'ont donc pas à s'inquiéter. Eh bien, nous, nous allons vous dire pourquoi les agriculteurs de tout le pays sont inquiets. Ils s'inquiètent lorsqu'ils entendent leur gouvernement affirmer qu'il va augmenter les revenus des agriculteurs en augmentant leurs coûts de production.

Ce n'est pas en changeant les taux de fret des céréales que vous allez résoudre le problème des éleveurs. Les problèmes de l'industrie de l'élevage sont distincts et doivent donc être envisagés séparément, (et Dieu sait que cela fait longtemps que nous le réclamons!), mais ne venez pas nous dire que l'élimination du tarif du Nid-de-Corbeau les fera disparaître.

Si vous éliminez le tarif du Nid-de-Corbeau, nous n'utiliserons plus le service ferroviaire autant que dans le passé. Si vous quintuplez nos taux de fret d'ici à 1990, le coût de transport de 12 000 boisseaux de céréales à partir de chez nous passera de 1 700 à 8 500 dollars par an. Cela signifie qu'un agriculteur moyen, ayant une récolte moyenne, aura 6 800 dollars de moins à consacrer chaque année aux engrais, aux produits chimiques, aux nouvelles machines, c'est-à-dire à ses moyens d'existence. En dix ans, il aura ainsi perdu 68 000 dollars.

Nous expédions chaque année 800 000 boisseaux de grains par notre élévateur local. Jusqu'à présent, cela nous a coûté 112 000 dollars par saison en taux de fret. M. Pepin affirme qu'en 1990, ce chiffre passera à 560 000 dollars, soit environ 450 000 dollars de plus que maintenant. Cela représente un joli magot pour les sociétés de chemin de fer.

Notre industrie de l'automobile traverse déjà une passe difficile, tout comme notre industrie de la machinerie agricole. Lorsque le projet Pepin aura fait sentir ses effets sur toute l'économie, ces deux industries se trouveront dans une situation désastreuse. La plupart de nos machines sont presque neuves. Nous n'aurons pas à en acheter d'autres avant plusieurs années. Nous avons dû acheter des tracteurs, des camions et des bâtiments pour réduire nos impôts. Si l'on veut réduire encore nos revenus, nous n'aurons pas besoin d'acheter de nouvelles machines avant longtemps, si la seule raison est de réduire nos impôts. Si vous pensiez que le taux de chômage était déjà élevé, attendez simplement que le projet entre en vigueur, et vous aurez vraiment de quoi vous inquiéter. On peut faire des publicités à la radio toute la journée sur "les cheminots du CP", ce n'est pas cela qui va nous inciter à dépenser de l'argent simplement pour garnir les coffres des sociétés de chemin de fer.

Loin d'augmenter, la production céréalière va diminuer car nous allons consacrer moins d'argent aux engrais et aux produits chimiques, industries qui vont elles aussi connaître un chômage inouï. Si M. Pepin veut plafonner les quantités de céréales protégées par sa nouvelle loi, pourquoi voudrions-nous produire plus puisqu'il nous faudra alors payer des taux de

fret encore plus élevés? Si nous produisons moins, pourquoi devrions-nous assumer les frais de rénovation d'une voie ferrée que nous utiliserons moins?

M. Pepin prétend vouloir rétablir les rapports qui existaient entre le prix des céréales et les taux de fret lorsque le blé vallait 1,25 dollar le boisseau et que le taux de fret était de 14 ¢, soit environ 10 % du prix de vente. Franchement, nous ne sautons pas de joie à la perspective d'abandonner aux sociétés de chemin de fer 10 % de nos revenus bruts. En effet, si nous devons en plus abandonner le tiers de notre production brute aux propriétaires des terres que nous louons, que nous restera-t-il pour payer nos frais et subvenir à nos besoins? Dans les années 50 et 60, lorsqu'existait ce rapport entre les prix des céréales et les taux de fret, qui donne tellement de satisfaction à M. Pepin, les revenus nets des agriculteurs étaient tellement faibles que beaucoup ne payaient même pas d'impôts. Est-ce à cela que M. Pepin voudrait nous ramener aujourd'hui?

M. Pepin semble très préoccupé par les pertes des sociétés de chemin de fer, encore faudrait-il les prouver! Si ces sociétés adoptaient les mêmes principes comptables que les agriculteurs, peut-être que la situation serait bien différente. L'entente signée par nos ancêtres prévoyait clairement que les revenus des sociétés ferroviaires, d'où qu'ils viennent, devaient être envisagés globalement de façon à permettre de compenser toute perte résultant du transport des grains par les profits d'autres sources.

Quels ont été les investissements réels des sociétés de chemin de fer? Ce sont les contribuables canadiens qui ont payé la majorité de leurs coûts d'origine. Nous avons en outre payé les réparations des wagons

couverts, l'achat des wagons-trémies, la rénovation des voies et même des subventions annuelles. Les sociétés se sont contentées de fournir les locomotives et le personnel. Si les agriculteurs devaient simplement fournir un tracteur et un conducteur, les contribuables canadiens finançant le reste de leurs coûts, j'en connais peu qui ne réussiraient pas à faire des profits.

Dans le passé, lorsque les agriculteurs ont connu des difficultés, on leur a dit de devenir plus efficaces. Cependant, si nous n'étions pas plus efficaces que les sociétés de chemin de fer, nous n'aurions pas de problèmes pour le transport de nos céréales parce que nous n'aurions tout simplement pas de céréales à transporter.

D'aucuns prétendent qu'il serait raisonnable d'assurer un taux de rendement des investissements de 20 à 25 % aux sociétés de chemin de fer. Nous pouvons vous garantir qu'il n'y a pas un seul agriculteur dans toutes les provinces de l'Ouest qui ne serait pas ravi d'obtenir ne serait-ce que la moitié de ce chiffre. Et qui va s'occuper de notre propre taux de rendement lorsque la majorité de nos profits auront été confisqués pour les sociétés de chemin de fer?

Selon nous, toute cette réforme du transport du grain n'a été orchestrée que dans le but d'extorquer plus d'argent aux agriculteurs, afin d'améliorer le réseau ferroviaire au profit d'autres industries, et pour stimuler la relance à court terme de l'économie, du fait des emplois qui en résulteraient. Cependant, ces bienfaits économiques ne seront que de courte durée. Lorsque l'on aura fini de doubler la voie et qu'on aura terminé

les autres améliorations, on se retrouvera dans les Prairies avec une économie complètement anémiée. Les entreprises qui attendaient que les agriculteurs obtiennent leurs paiements de la Commission du blé, ou leurs prochains quotas, n'auront plus besoin d'attendre. Non seulement les fabricants de l'Est constateront que les marchés de l'Ouest se sont taris, mais les entreprises de l'Ouest constateront aussi que les leurs sont engagés dans un déclin irréversible.

Il y a cependant une autre solution.

Puisque nous avons déjà payé une bonne partie des coûts originels des voies ferrées, du matériel roulant et de la rénovation des voies, on pourrait tout aussi bien passer à l'étape suivante, c'est-à-dire à nationaliser les voies, comme le recommandaient les Premiers ministres des provinces de l'Ouest à Calgary, en 1974. Ainsi, les voies seraient mises à la disposition de tous les expéditeurs, au même titre que les routes et les aéroports. Puisque le chemin de fer était destiné à favoriser l'unification du Canada, d'un océan à l'autre, pourquoi serait-il le seul mode de transport n'appartenant pas et n'étant pas contrôlé par les contribuables? Si nos routes et nos aéroports avaient été construits et payés par les contribuables, pour être ensuite donnés à des entreprises commerciales en position de monopole, leur situation serait absolument identique à celle des sociétés ferroviaires aujourd'hui.

Il n'y a aucune raison d'abolir le tarif du Nid-de-Corbeau. Il n'y a aucune raison pour que les contribuables engloutissent des sommes énormes dans les projets d'enrichissement des sociétés de chemin de fer, sans rien obtenir en contrepartie si ce n'est la certitude de devoir encore et toujours leur donner de l'argent, à perpétuité. Il n'y a aucune raison pour que les contribuables investissent des sommes énormes dans des projets de rénovation de notre réseau de transport pour le rendre plus efficient. De fait, nous avons déjà l'infrastructure nécessaire pour avoir le système de transport le plus efficient au monde; tout ce qu'il nous manque, c'est que leurs gestionnaires soient prêts à faire leur travail comme il faut.

M. le Président, membres du Comité, nous vous remercions de votre attention. Nous espérons que vous vous souviendrez de nos déclarations lorsque vous serez appelés à voter. Soyez certains que lorsque viendra notre tour de voter, nous nous souviendrons très bien de ce que vous aurez décidé au sujet du Nid-de-Corbeau.

Veuillez agréer l'expression de nos sentiments distingués.

LE COMITÉ DU NID-DE-CORBEAU DE MACRORIE

Président: Eric Farden

Trésorier: George Tweedie

Macrorie, Saskatchewan

Macrorie, Saskatchewan

APPENDICE «TRPT-268»

Le 4 août 1983

Monsieur Maurice A. Dionne, président
Comité permanent des transports
Chambre des communes
OTTAWA (Ontario)

Monsieur,

La General Chairmen's Association in Canada de la Fraternité des mécaniciens de locomotive aimerait que soit consigné au compte rendu son appui aux arguments invoqués par les sociétés ferroviaires du Canada en vue d'obtenir une compensation adéquate pour le transport du grain.

Le réseau ferroviaire doit être maintenu et amélioré de manière à répondre aux besoins présents et futurs de tous les secteurs de l'économie canadienne. Pour ce faire, les sociétés ferroviaires devront obtenir une compensation adéquate tant pour le transport du grain que pour celui d'autres produits.

Je vous prie d'agréer, Monsieur le président, l'expression de mes meilleurs sentiments.

Pour L.F. Berini,
président

c.c.: R. Colosimo, vice-président - C.P. Rail
W. Morin, vice-président - C.N. Rail

APPENDICE "TRPT- 269"

Le 30 août 1983

Monsieur Maurice Dionne, président
Comité permanent des transports
Chambre des communes
Edifices du Parlement
Ottawa (Ontario)
K1A 0A6

Monsieur le président.

L'intérêt que nous portons aux délibérations de votre Comité nous porte à vous faire parvenir les renseignements ci-joints pour appuyer les modifications que recommande le gouvernement de l'Alberta au projet de loi C-155.

Nos recommandations découlent de notre recherche de l'efficacité pour l'ensemble du système de manutention du grain. Alors que les coûts semblent grimper continuellement, la seule solution se trouve en une efficacité améliorée. Notre problème mutuel réside en la mise au point d'un système qui assurera cette efficacité.

On a déjà souligné que les positions adoptées semblent être partagées entre fermiers et compagnies ferroviaires. Le système de manutention du grain touche de nombreuses autres agences, institutions et règlements qui doivent tous jouer leur rôle au maximum ou en payer le prix.

Les raisons qui sous-tendent nos recommandations tiennent compte de la complexité du système.

Nous espérons que ces renseignements supplémentaires vous seront utiles et que nous les retrouverons dans les modifications apportées au projet de loi C-155.

Veuillez agréer, monsieur le président, l'expression de mes sentiments distingués.

Le ministre de l'Agriculture,

(LeRoy Fjordbotten)

Pièce jointe

c.c.: l'hon. Hugh Planche

l'hon. James D. Horsman

EXAMEN ARTICLE PAR ARTICLE DU PROJET DE LOI C-155

DOCUMENTATION À L'APPUI DE L'ANNEXE I DU MÉMOIRE DU 2 AOÛT 1983
DU GOUVERNEMENT DE L'ALBERTA

ALBERTA
AOÛT 1983

TABLE DES MATIÈRES

1. Annexe I - modifications recommandées au projet de loi C-155
2. Préambule - politique
3. Partie I - mesures administratives visant à faciliter le transport,
l'expédition et la manutention du grain
4. Partie II - taux
5. Partie III - versements de l'État

MODIFICATIONS QUE RECOMMANDE L'ALBERTA AU PROJET DE LOI C-155

MODIFICATIONS PROPOSÉES AU PROJET DE LOI C-155

Article - Préambule

Modification - Il faudrait ajouter au projet de loi un préambule contenant une politique précise et les principes y afférents.

Discussion - Dans sa forme actuelle, le projet de loi C-155 ne contient aucune déclaration de principe et vient en conflit avec la politique nationale déclarée sur les transports.

- Cette déclaration devrait inclure les objectifs suivants que contient la déclaration de février 1983 du Western Transportation Initiative:

- assurer au transport ferroviaire dans l'Ouest une capacité générale adéquate;
 - mettre au point un système moderne et efficace de transport du grain;
 - encourager le développement économique de même qu'une diversification et un traitement agricoles dans l'Ouest; et
 - contribuer à la reprise économique nationale grâce à une activité économique liée aux dépenses des chemins de fer et aux développements associés. (Il ne devrait s'agir ici que d'un but à court terme.)
- Il importe que ceux qui en assurent le respect et qui sont responsables de l'interprétation de la loi puissent s'appuyer sur une politique qui constituera pour eux un guide efficace.

PARTIE I

MESURES ADMINISTRATIVES VISANT À FACILITER LE TRANSPORT, L'EXPÉDITION ET LA MANUTENTION DU GRAIN

Comité supérieur du transport du grain

Article 3 - Constitution et composition

Modification - Il faudrait modifier la composition du Comité supérieur du transport du grain pour que la majorité de ses membres représente les fermiers de l'Ouest et soit libre de toute attache dans le système de manutention et de transport du grain.

- Eliminer l'article 3(b)(ix) qui prévoit la nomination de trois membres pour représenter les intérêts des utilisateurs des grains de provende.

Discussion - La structure du comité proposé favorise trop les groupes et les orga-

nismes qui ont un intérêt marqué pour le statu quo.

- Le fermier qui devra payer les augmentations futures de coûts est inadéquatement représenté. La Couronne est bien représentée par l'entremise de la Commission canadienne du blé, la Commission canadienne des grains et l'administrateur; les intérêts de l'industrie sont protégés par la nomination de leurs représentants, ceux des chemins de fer par leurs représentants également, mais la représentation des fermiers se limite à trois des 21 membres.
- Il n'est nullement nécessaire que les utilisateurs de grains de provenance de l'Est ou de l'Ouest soient représentés au sein d'un comité de transport.

Article 11

Modification

- Sous-comités et règles
- Il faudrait élargir l'article 11 pour permettre au Comité de former des sous-comités techniques comprenant des personnes nommées par les membres du Comité supérieur des transports du grain. Ces sous-comités auraient les mêmes droits que le comité principal y compris le droit d'obtenir des données confidentielles relatives aux coûts.

Discussion

- Parmi les responsabilités du Comité supérieur des transports du grain, se trouvent nombre de secteurs de nature fort technique, par exemple, le système d'affectation des wagons, la participation à l'étude des coûts, etc. Pour s'assurer que le Comité joue son rôle, ses membres devraient pouvoir recourir aux ressources qui leur sont disponibles qu'il s'agisse de techniciens à leur emploi ou de consultants indépendants.

Article 12

Modification

- Fonctions du Comité
- Après l'article 12(a)(iii) un sous-alinéa (iv) devrait s'ajouter qui forcerait le Comité à revoir l'autorité et les responsabilités inhérentes au fonctionnement et à l'exploitation du système de manutention et de transport du grain.

Discussion

- Le projet de loi C-155 ne définit pas ce qu'est un "expéditeur". On semble l'admettre implicitement, puisque le Comité de 21 membres a été créé à cause de l'absence d'une telle définition. Tous les autres systèmes importants de transport précisent qui est responsable du rendement du système.
- Pour que le système de manutention et de transport du grain devienne plus efficace, il faudra indiquer avec précision à qui revient cette autorité et ces responsabilités. Nous recommandons que l'administrateur soit désigné "expéditeur" et siège comme représentant des fermiers.
- Le projet de loi se fie énormément sur le recours à des primes et à des sanctions. Pour qu'un tel système fonctionne, il faut, à la grandeur du système, établir clairement qui détient cette autorité et ces responsabilités.

- Article 17 - Fonctions
- Modification - Renforcer l'article 17(i)(f) en éliminant les mots "de déterminer les moyens".
- Discussion - Cet article doit représenter l'intention claire du gouvernement de renforcer le rôle de l'administrateur du système de transport du grain.
- Article 18(i)(c) - Fonctions
- Modification - Après les mots "en tonnes" ajouter "ou selon toute autre base raisonnable".
- Discussion - Il n'est pas nécessaire que le projet de loi limite les objectifs de résultat au rendement en tonnes. On peut et on devrait exprimer la plupart des objectifs en tonnes, mais il n'est pas utile pour l'instant d'imposer cette limitation.
- Article 18(2) - Période de validité des règlements
- Modification - Préciser la compétence de l'administrateur sous les aspects manutention du système.
- Discussion - On ne définit pas l'autorité de l'administrateur par rapport à la Commission canadienne des grains.
- Le projet de loi suffit-il pour confier à l'administrateur le pouvoir d'appliquer des sanctions à tous les participants, y compris la Commission canadienne du blé?
- Modification - Identifier la provenance des fonds des primes accordées et des sanctions imposées aux participants autres que les chemins de fer,
- Discussion - L'administrateur ne dispose d'aucun revenu qu'il peut utiliser pour récompenser ou punir les participants autres que les compagnies de chemins de fer.
- Article 20(2) - Délai
- Modification - Le Comité devrait disposer de 30 jours pour approuver ou rejeter un changement proposé. Si le Comité ne peut en venir à une décision, la question devrait être soumise au ministre ou à son représentant.
- Discussion - Il faut que le Comité joue un rôle plus important dans la mise en oeuvre des modifications. Dans sa forme actuelle, l'article permettrait à l'administrateur d'ignorer le Comité, notamment sur ces points où il y a désaccord. Puisqu'il y aura inévitablement désaccord, il faut prévoir un mécanisme de solution des disputes.

Articles 21-28 - Règlements relatifs aux objectifs de résultat

Modifications - On devrait confier à l'administrateur le soin de mettre au point le système de primes et de sanctions.

- L'administrateur inviterait les intéressés à faire connaître leur point de vue et, au besoin, organiserait des audiences.
- Tout appel pertinent au système de primes et de sanctions pourrait être adressé à la Commission canadienne des transports.
- La mise au point du système de primes et de sanctions devrait débuter dans les six mois qui suivent l'adoption du projet de loi et se terminer six mois plus tard.

Discussion - Il est important, mais également très difficile, de mettre au point un système de primes et de sanctions. Confier cette tâche au Parlement entraînerait des délais, rendrait les changements difficiles et limiterait pour les intéressés les occasions de faire connaître leur point de vue.

- Puisque le but est de prévoir des primes et des sanctions pour tous les participants, il faut s'assurer que le projet de loi soit suffisamment ferme pour éliminer tout problème de chevauchement de compétences.

- Il est important que la mise au point de ce système débute le plus tôt possible. Il faut toutefois admettre que la première étape essentielle touche les précisions relatives à l'autorité et aux responsabilités (voir l'article 12).

Article 29 - Présentation d'une déclaration annuelle

Modification - Cet article devrait exiger des compagnies de chemins de fer qu'elles publient chaque année, une déclaration de la provenance et de l'utilisation de leurs revenus.

Discussion - Puisque ni le CN ni le CP ne sont des entités constituées séparément, le public n'est pas au courant de leurs investissements. L'adoption du projet de loi C-155 prévoit le versement, à ces compagnies, d'importantes sommes de deniers publics. Le public a droit de savoir ce qu'on fait de ces sommes. Nous admettons que le Comité pourra exiger l'accès à des renseignements confidentiels pour s'acquitter de son rôle de vérification, tel que le prévoit cet article. Mais il existe un besoin légitime pour la publication des données relatives à l'utilisation des deniers publics.

Article 30(1) - Enquête

Modification - Le Comité supérieur des transports du grain et l'administrateur devraient étudier conjointement le système d'affectation des wagons.

- Discussion - L'article 12 a) prévoit également que le Comité étudiera le système d'affectation des wagons. Il faudrait coordonner ces études du Comité et de l'administrateur. Les modifications proposées à l'article 20 devraient également s'appliquer ici pour s'assurer que les participants jouent un rôle plus important dans la mise au point des changements.

PARTIE II

TAUX

- Article 34 - Subvention du Nid-de-Corbeau
- Modification - Modifier la définition de "subvention du Nid-de-Corbeau" pour inclure le "fonds de redressement agricole".
- Discussion - ce mémoire propose le "double 80" qui recommande l'inclusion du "fonds de redressement agricole" identifié dans l'enquête Gilson afin d'éviter la réduction de la subvention du Nid-de-Corbeau au producteur. Contrairement à ce que Gilson propose, il ne faudrait toutefois pas éliminer graduellement le "fonds de redressement agricole". Cela équivaldrait à éliminer la subvention du Nid-de-Corbeau pour les fermiers, principalement ceux qui mettent l'accent sur le marché d'exportation.
- Article 38 - Examen des coûts
- Modification - L'examen périodique des coûts devrait s'effectuer en public.
- Discussion - Parce que ces examens auront un impact direct sur les coûts imposés aux fermiers, ils devraient se dérouler en public. De plus, la Commission devrait, pour appuyer ses conclusions, produire un rapport semblable à celui qu'a préparé Carl Snively.
- Article 38(2) a)
- Modification - L'examen des coûts devrait délimiter clairement les coûts encourus des autres.
- Discusssion - La phraséologie actuelle encourage les chemins de fer à identifier leurs coûts futurs qu'ils encourront ou n'encourront peut-être pas. Les réclamations pour les coûts non encourus à la date de l'examen devraient être évalués avec précision et surveillés par la Commission en vertu de l'article 29(2).
- De plus, les économies à venir devraient être identifiées afin qu'elles se reflètent dans les coûts futurs prévus.

Article 38(2) b)

Modification - Eliminer les mots "conformément à l'article 276(3) b) de la Loi sur les chemins de fer".

Discussion - L'article 38(2) du projet de loi C-155 précise que le coût des frais d'immobilisation du CN seront établis au niveau prévu par la CCT pour CP Rail.

- Cet article contient plusieurs difficultés. Premièrement, il n'y a qu'une partie de l'article 276 de la Loi sur les chemins de fer (taux minimal) qui s'applique au grain; les autres parties de l'article 276 ne s'appliquent pas (voir l'article 34(2) du projet de loi C-155). Deuxièmement, puisque les structures de coûts du CN et du CP diffèrent des autres catégories de coûts, il est illogique que l'aspect frais d'immobilisation soit le même pour les deux compagnies. De fait, il existe présentement un écart considérable dans les taux d'immobilisation des deux transporteurs principalement parce que le CN n'est pas assujéti aux impôts. Troisièmement, dans une décision rendue en 1979, la CCT établit des taux différents d'immobilisation pour le CN et le CP en raison des subventions pertinentes aux embranchements. Quatrièmement, la CCT étudie présentement la question du niveau approprié des taux d'immobilisation.

Article 38

Modification - Ajouter un paragraphe f) qui exige de la Commission qu'elle réduise le coût de base par un montant identique aux coûts pertinents aux frais auxiliaires établis par les compagnies ferroviaires.

Discussion - Le projet de loi C-155 n'empêche pas les compagnies ferroviaires d'évaluer les frais auxiliaires tels les frais d'arrêt dans le transport du grain. Il importe donc que l'examen des coûts établisse prudemment le coût de base afin de s'assurer que le coût pertinent aux activités pour lesquelles on établit des frais auxiliaires sont exclus du coût de base.

Article 39(2) - Estimation des coûts variables afférents au volume et aux lignes

Modification - La Commission devrait être obligée de publier un rapport pour expliquer les résultats de son estimation et de ses rajustements annuels.

Discussion - Parce que les fermiers devront payer une part importante de toute augmentation, ils devraient pouvoir compter sur des renseignements suffisants pour leur permettre de comprendre le raisonnement sous-jacent aux augmentations annuelles.

Article 39(2)

Modification - Les évaluations des coûts et des volumes devraient être vérifiées annuellement.

- Discussion - Entre les périodes d'examen des coûts, le rajustement des taux sera fonction des coûts et des volumes estimés. Il faudrait également prévoir une vérification annuelle des sommes perçues et des coûts encourus. Il faudrait enquêter sur les déviations afin d'améliorer les estimés des années subséquentes.
- Articles 41-53 - Tarif
- Article 41 - Taux
- Modification - Après les mots "Les taux des compagnies de chemins de fer" ajouter "les conditions de transport et les frais auxiliaires afférents au transport du grain"
- Discussion - La définition de tarif à l'article 34 comprend les conditions de transport. Puisque ces conditions sont partie intégrante des taux, on devrait en traiter ensemble et les assujettir aux examens de la CCT.
- Les frais auxiliaires permettent aux compagnies ferroviaires d'obtenir des sommes additionnelles des expéditeurs de grain pour le transport du grain. Pour s'assurer qu'elles n'abusent pas de ces frais, ils devraient faire l'objet d'études en vertu des diverses dispositions de ces articles.
- Articles 48-49 - Taux pour ligne conjointe
- Modification - Eliminer les articles 48 et 49 qui permettent aux compagnies de publier des taux pour ligne conjointe.
- Discussion - L'article 48 permet aux compagnies ferroviaires d'exiger des taux plus élevés pour l'utilisation d'une ligne conjointe. Cette disposition ne devrait pas être adoptée. L'acceptation de taux plus élevés pour une ligne conjointe est contraire au principe de la parité.
- Si les économies réalisées ailleurs ne permettent pas de contre-balancer le coût de cette modification additionnelle, l'article 284 de la Loi sur les chemins de fer suffit pour éliminer le problème.
- On établit une moyenne pour la majorité des coûts rien ne justifie un traitement spécial pour l'utilisation d'une ligne conjointe.

PARTIE III
VERSEMENTS DE L'ÉTAT

- Article 54(1) - Part totale de l'Etat dans la variation des coûts
- Modification - Eliminer la référence à 31.1 millions de tonnes.
- Discussion - Ce maximum de 31.1 millions de tonnes contredit l'esprit de la loi qui veut encourager l'expansion des exportations. L'imposition de cette limite ronge la subvention du producteur et nuit à l'augmentation de la production. Alors que les pays compétiteurs augmentent leur aide au secteur agricole, le Canada prend des mesures pour réduire la sienne.
- Article 54(1) - Part maximale des expéditeurs dans le taux de variation des coûts
- Modification - Pour 1986-1987 et les années subséquentes, la part des expéditeurs dans le taux de variation des coûts devrait se limiter à 4,5%.
- Discussion - Les chemins de fer sont assurés de récupérer les frais encourus. L'industrie est assurée d'une rémunération pour toutes les dépenses encourues. Le gouvernement fédéral est protégé par une subvention du Nid-de-Corbeau fixe et les points initiaux d'inflation. Seuls les fermiers ne sont pas protégés. Il n'est pas déraisonnable d'offrir aux fermiers une protection contre une inflation additionnelle de 1,5%.
- Articles 54(3) et 54(4)
- Modification - Eliminer ces articles.
- Discussion - Ces deux articles permettent au gouvernement fédéral de réduire sa part de la "part totale dans la variation des coûts par tonne".
- On ne précise pas les conditions dans lesquelles ce sera possible.
- Article 35
- Modification - Il faudrait modifier cet article pour ajouter le "double 80" que décrit notre mémoire.
- Discussion - Le concept du "double 80" offre un compromis qui répond aux besoins des organismes agricoles de l'Alberta.
- Article 56 - Indemnité CN
- Modification - Renforcer cet article par une disposition qui obligerait le CN à démontrer qu'il ne recevra pas une compensation adéquate pour le grain transporté et à démontrer le besoin d'une compensation additionnelle compte tenu de tous les facteurs qui affectent les coûts, non seulement le millage additionnel parcouru.
- Eliminer l'article 56(4)

Discussion - Cet article du projet de loi C-155 permet au CN de recevoir des sommes additionnelles pour la distance supplémentaire à parcourir vers Prince Rupert, Ridley Island et Churchill. Cette distance supplémentaire n'entraîne pas automatiquement des coûts supplémentaires notamment dans les cas de Prince Rupert et Ridley Island. Compte tenu de la capacité de cette ligne et une congestion minime des ports, il est possible que les économies réalisées au chapitre du cycle d'utilisation des wagons et des coûts encourus dans les cours de triage pourraient compenser ceux liés à une distance additionnelle. Dans une étude récente, Carl Snavelly établit à 3 200 000 \$ la compensation additionnelle du CN. C'est beaucoup moins que les 14 000 000 \$ que prévoit ce projet de loi.

Limite à la part des expéditeurs dans les coûts

Modification - L'Annexe II décrit une méthode différente pour limiter l'augmentation des coûts imposés à l'expéditeur en recourant au concept de la valeur du service.

Discussion - L'Annexe précise une autre méthode d'adoption d'un "filet protecteur" pour les fermiers. Elle prévoit que la compensation versée aux chemins de fer sera fonction des changements survenus dans le prix du grain. Une telle méthode compte nombre d'avantages.

- (1) Les taux de chemins de fer varieront.
- (2) Si la limite procentuelle fixe devait persister, le taux redeviendrait non compensatoire. Il en résulterait un problème à long terme pour les éleveurs et n'inciterait plus les fermiers à améliorer l'efficacité du système de transport du grain.
La méthode que préconise l'Annexe II élimine le problème du "croisement" qui survient puisque, historiquement, le prix du grain monte moins rapidement que celui des coûts de transport.
- (3) Elle peut entrer en vigueur immédiatement.
- (4) Cette méthode n'exige aucune somme additionnelle ce qui permet d'utiliser ces sommes pour atteindre d'autres objectifs, par exemple, le rétablissement et le maintien du paiement de redressement agricole.
- (5) Le coût des frais d'immobilisation utilisé pour établir la "subvention du Nid-de-Corbeau" incluait une compensation pour le "risque commercial". C'est-à-dire le risque de voir les revenus se modifier

selon les conditions du marché et selon le coût de la valeur du service rendu. Les taux établis en vertu des dispositions de ce projet de loi sont égaux aux coûts encourus plus un profit, de sorte que les compagnies de chemins de fer sont exemptes de toute partie importante d'un risque commercial (le volume est relativement stable). Le projet que contient l'Annexe expose les compagnies ferroviaires à ce risque commercial pour lequel elles touchent une compensation.

COMMENTAIRES ET INQUIÉTUDES

1. Examen

- (a) 1985-1986 est trop tôt pour tel examen. Le temps écoulé sera insuffisant pour permettre une évaluation de l'impact des changements proposés.
- (b) On peut douter que le fermier pourra payer des frais de transport plus élevés, de sorte que le projet de loi devrait limiter la part des fermiers à 4,5% des augmentations futures; les examens ultérieurs devraient déterminer si cette proportion doit être majorée.
- (c) Il n'est pas nécessaire d'attendre un examen légiféré pour régler plusieurs des problèmes soulevés pas plus qu'on ne devrait limiter cet examen à la Loi sur le transport du grain de l'Ouest. On devrait se pencher, dès maintenant, sur des tâches prioritaires telles la définition d'un "expéditeur" et les questions relatives aux stimulants afférents aux taux.

2. Structure des taux.

(a) Taux et coûts

Un examen de la structure proposée indique qu'elle ne prévoit aucune réduction sur de longues distances. La structure proposée prévoit plutôt un taux constant d'augmentation plus grand pour les distances supérieures à 1 200 milles que les distances inférieures à 1 200 milles. C'est contraire à la structure normale des taux de transport de marchandises sur de longues distances et cela n'est pas le reflet précis des coûts additionnels de transport. Puisqu'on modifie cette structure au cours des années, en appliquant un index à chaque niveau des taux, les écarts grandiront entre les expéditions sur de courtes et de longues distances. L'impact le plus marqué de cette structure imprécise, ce sont les fermiers du nord de l'Alberta qui le ressentiront.

(b) Appel suite au changement des taux

Il est nécessaire, à la fois, de rationaliser et d'améliorer le mécanisme d'appel. Un avis de sept mois est trop inflexible. Si la concession tarifaire nuit à un tiers, il peut en appeler en vertu de l'article 23 de la Loi nationale sur les transports.

(c) Arbitrage

Bien que les règlements proposés semblent protéger les tiers affectés par un taux inférieur, rien ne protège un "expéditeur" prisonnier des compagnies ferroviaires. Une méthode d'arbitrage protégerait les expéditeurs et permettrait une discussion publique des ententes advenant une dispute.

(d) Modification des taux

L'examen devrait porter sur le problème du "partage de la productivité" inhérent à l'article 45 qui permet aux compagnies ferroviaires de publier des taux inférieurs. En vertu de la structure actuelle, rien n'incite les compagnies à offrir des taux inférieurs. Le rajustement périodique du coût de base répartit les économies qui résultent des améliorations apportées aux élévateurs et aux chemins de fer sur l'ensemble des fermiers et des points de livraison. Les compagnies de chemins de fer ne peuvent, en conséquence, qu'offrir des concessions à court terme.

3. Subventions aux embranchements

L'article 64 modifie l'article 258 de la Loi sur les chemins de fer. Ce changement peut être déficient. Il peut exister des embranchements actuellement subventionnés en vertu de l'article 258 de la Loi sur les chemins de fer qui ne répondent pas aux critères de "lignes tributaires du grain", mais dont l'achalandage peu élevé mérite une subvention. Les lignes peu utilisées qui servent à autre chose que le transport du grain pourraient en être touchées.

4. Omissions

Le projet de loi ne dit rien de l'engagement du gouvernement fédéral face à l'amélioration des embranchements et à la fourniture de wagons à trémie. Qui sera responsable de ces coûts lorsque l'engagement du fédéral prendra fin en 1990 pour l'amélioration des embranchements et en 1986 pour les wagons à trémie?

5. Objectifs de résultat

Un marché qui fonctionne adéquatement constitue le meilleur système pour récompenser un bon rendement et en punir un mauvais. On devrait prévoir, pour le marché, un rôle plus important que celui que prévoit le projet de loi. Deux aspects du projet nous causent des inquiétudes. Premièrement, le système de primes et de sanctions cache un aspect punitif. Il faut, pour mettre le programme en marche, régler les problèmes de chevauchement des compétences et l'imprécision de l'autorité et des responsabilités des participants.

Deuxièmement, la disposition qui permet des taux inférieurs est insuffisante pour inciter une efficacité à long terme.

PRÉAMBULE: POLITIQUE

1. Conflit entre le projet de loi C-155
et la Loi nationale sur les transports

POLITIQUE

Conflit entre le projet de loi C-155
et la Loi nationale sur les transports

Le Parlement du Canada adoptait en 1967 une nouvelle Loi nationale sur les transports. Une étude de la déclaration de principe de l'article 3 indique un conflit entre le projet C-155 et la politique gouvernementale en vigueur.

Tout d'abord, l'article 3 a) déclare "que la réglementation de tous les moyens de transport ne sera pas de nature à restreindre la capacité de l'un d'eux de faire librement concurrence à tous les autres moyens de transport". Il est évident que le projet de loi C-155 restreint la capacité des camionneurs pour le transport du grain sur de courtes ou de longues distances.

Le deuxième conflit, plus sérieux, touche l'article 3 b) (ii). Cet article déclare "que chaque moyen de transport sert, autant que possible, le trafic à destination ou en provenance de tout point au Canada à des prix et à des conditions qui ne constituent pas (ii) un obstacle excessif à l'échange des denrées entre des points au Canada ou un découragement déraisonnable du développement des industries primaires ou secondaires ou du commerce d'exportation dans toute région du Canada ou en provenant, ou du mouvement de denrées passant par des ports canadiens;". Comme nous l'avons démontré, le projet de loi C-155 constitue un découragement déraisonnable au développement des secteurs de l'élevage et du conditionnement agricole de l'Alberta.

La politique précisée dans la Loi nationale sur les transports est une politique nationale. Il ne faudrait pas en ignorer les principes en examinant le projet de loi C-155.

PARTIE I - MESURES ADMINISTRATIVES VISANT
À FACILITER LE TRANSPORT,
L'EXPÉDITION ET LA MANUTENTION
DU GRAIN

- (1) Garanties de résultat et d'investissement
- (2) Efficacité du système - Expéditeur
- (3) Taux incitatifs

GARANTIES DE RÉSULTAT ET D'INVESTISSEMENTObjectif

Créer un environnement qui assurera aux compagnies de chemins de fer des revenus suffisants pour le transport du grain afin de justifier des investissements accrus dans le système de transport ferroviaire en général et le transport du grain en particulier, et obtenir que le système puisse, à l'avenir, transporter les volumes prévus de grain.

Garanties

Pour tenter d'identifier les changements que les compagnies ferroviaires peuvent ou devraient pouvoir offrir, nous allons présenter la discussion sous divers titres.

Fonctionnement(1) Garantie de service

Il s'agit logiquement d'un engagement des compagnies ferroviaires pour assurer que les lignes de cueillette du grain seront disponibles de même qu'un service régulier selon les volumes de grain à transporter sur ces lignes, le nombre de points de livraison, etc. Les compagnies ferroviaires pourraient s'engager à offrir un nombre précis de convois, chaque année, selon les données de l'année précédente, modifiées pour tenir compte de la situation courante.

(2) Utilisation additionnelle de convois unitaires

Il s'agit d'ensembles de wagons réunis en une unité en un point donné et conduits intégralement à destination. Il faut, pour de tels convois, restreindre la destination des wagons à un endroit unique et assurer un mouvement unidirectionnel.

(3) Garantie de volume

Etablir les volumes projetés pour une période de 5 ans et réviser les chiffres annuellement afin de permettre aux compagnies ferroviaires de planifier et de disposer du nombre requis de wagons pour assurer le transport des volumes de grain projetés. Au début de chaque campagne agricole, les parties intéressées pourraient établir un objectif réaliste de tonnes de grain à vendre et à déplacer et les compagnies pourraient s'engager à déplacer de tels volumes de grain. (La capacité des compagnies pourrait constituer un problème au cours de la première ou des deux premières années.) On pourrait décider des volumes à transporter en fonction de la destination et prévoir une révision des objectifs au cours de la campagne agricole.

(4) Amélioration du cycle d'utilisation des wagons

La longueur du cycle d'utilisation des wagons pour le transport du grain est beaucoup plus élevée que pour le transport des autres denrées. Les compagnies ferroviaires pourraient offrir de réduire la durée de ce cycle pour le transport du grain. Puisqu'on établit la durée du cycle en fonction du temps écoulé entre un chargement et le suivant, la responsabilité des compagnies ferroviaires se limite à la période au cours de laquelle le wagon est sous son contrôle. Une telle garantie pourrait alors respecter l'un ou l'autre de ces deux scénarios:

- (a) garantie de livraison des wagons chargés, ou
- (b) garantie de déplacer les wagons vides de la destination au point d'origine en une période donnée.

(5) Disponibilité des wagons

Les compagnies ferroviaires s'engageraient sur une base annuelle à fournir un nombre minimal de wagons chaque semaine pour chaque destination.

Investissement

(1) Garantie de capacité

On pourrait également songer à une autre garantie en fonction des volumes de tonnes de grain à déplacer: les compagnies s'engageraient à disposer pour déplacer ce grain d'un nombre suffisant de wagons, de locomotives et de lignes.

(2) Cueillette du grain

On pourrait demander aux compagnies ferroviaires de songer à garantir que les lignes de cueillette du grain seront maintenues à un niveau acceptable (une fois le programme d'amélioration terminé) et utilisables à l'année longue.

EFFICACITÉ DU SYSTÈMEEXPÉDITEUR

Lorsqu'on examine les relations entre les chemins de fer et les entreprises manufacturières privées, on retrouve toujours un groupe ou une personne au sein de l'entreprise qui est directement responsable du transport du produit, des négociations de taux, du contrôle des coûts, etc. Mais lorsqu'on examine les responsabilités des parties en cause dans le transport du grain dans le système de manutention et de transport du grain, il devient évident qu'aucune de ces parties n'a une autorité ou des responsabilités marquées pour agir en tant qu'expéditeur. L'objectif est l'établissement du système le moins coûteux à l'avantage de tous les participants. Voici un bref résumé du rôle de chaque groupe ou organisme intéressé à la production et au transport du grain.

1. Les producteurs

Il y a environ 150 000 producteurs qui exploitent 45 000 000 d'acres répartis sur plus de 150 000 milles carrés dans l'Ouest canadien. Il appartient au producteur de décider du nombre d'acres qu'il consacrera aux récoltes et des volumes individuels à produire chaque année.

2. Les compagnies de manutention

Ces compagnies exploitent les élévateurs où se produisent les premiers transbordements majeurs puisqu'elles reçoivent le grain par camions, des producteurs, l'entreposent temporairement et le chargent dans des wagons pour l'expédier à un port ou à un autre endroit.

Le gérant de l'élévateur pèse le grain à son arrivée, en prend un échantillon, établit la classe et le pourcentage de déchets et émet un bon comptant négociable pour l'achat.

Les méthodes sont la responsabilité de la Commission canadienne des grains, l'agence officielle de réglementation de l'industrie. La Commission précise les pourcentages de déchets et de tassement, les taux d'entreposage dans les élévateurs et les normes de classement.

3. Les chemins de fer (CP Rail et CN Rail)

Les chemins de fer ont toujours constitué le seul moyen de transport du grain entre les élévateurs primaires et les ports d'exportation de l'Ouest du Canada.

La Loi les oblige à offrir ce service à des taux établis par le Parlement (taux du Nid-de-Corbeau).

En vertu du système d'expédition en vrac, les chemins de fer doivent

- répartir les wagons vides selon le programme d'expédition de la Commission canadienne du blé;
- amener les wagons aux élévateurs conformément à la répartition des commandes de transport des compagnies céréalières;
- transporter les wagons chargés aux terminaux, tel que prescrit;
- fournir les wagons: autrefois responsabilité exclusive des chemins de fer, les gouvernements fédéral et provinciaux se sont de plus en plus accordés cette tâche, ces dernières années, en offrant les fonds nécessaires au réaménagement des vieux wagons couverts et à l'achat de nouveaux wagons à trémie.

4. La Commission canadienne du blé

La Commission canadienne du blé, telle qu'actuellement constituée, a été établie en tant que société de la Couronne par la Loi de la Commission canadienne du blé de 1935. Son siège social est à Winnipeg. La Loi précise qu'il appartient à la Commission de mettre en marché de façon raisonnable, aux niveaux inter-provincial et international, le grain cultivé au Canada. (En 1935, on définissait le grain comme du blé, mais un amendement à la Loi, en 1949, ajoutait l'orge et l'avoine à cette définition.) La Commission est comptable à un ministre fédéral.

Voici ses trois principaux objectifs:

- vendre, au meilleur prix possible, la plus grande quantité possible de blé, d'avoine et d'orge;
- offrir la stabilité des prix aux producteurs de grain, au cours d'une campagne agricole;
- assurer à chaque producteur, chaque année, une juste part du marché.

5. La Commission canadienne des grains

La Commission canadienne des grains, dont le siège social est à Winnipeg, est une agence de réglementation, de recherche et d'administration, établie en vertu des lois de 1912, 1930 et 1971 sur les grains. Elle est comptable au ministre fédéral de l'Agriculture.

En vertu de la Loi, La Commission "doit, dans l'intérêt des producteurs de grain, établir et maintenir des normes de qualité pour le grain canadien et réglementer la manutention du grain au Canada en vue d'obtenir une denrée valable sur les marchés intérieurs et les marchés d'exportation".

6. L'Office du transport du grain

L'Office du transport du grain (OTG) préside la réunion hebdomadaire des compagnies de chemins de fer, de la CCB, des compagnies céréalières, alors qu'on négocie l'affectation des wagons pour les semaines à venir.

Voici quelques-unes des autres responsabilités principales de l'OTG:

- répartir la flotte totale de wagons entre la CCB et les autres utilisateurs ainsi qu'entre ces derniers;
- établir des formules d'affectation des wagons pour faciliter cette tâche;
- établir le nombre de wagons requis et s'assurer de leur disponibilité;
- mettre au point un système d'information exhaustif et facilement compréhensible;
- préparer et publier des rapports précisant les résultats obtenus par le système de manutention et de transport du grain.

Critères pour les expéditeurs

Cette description des responsabilités individuelles démontre une fragmentation de la structure relative aux responsabilités pour l'affectation des wagons. Personne n'agit en tant qu'expéditeur et ne dispose de responsabilités semblables à celles qu'on retrouve habituellement dans le commerce.

De plus, chaque groupe a des intérêts particuliers. Ainsi, chaque participant a toujours tenté d'obtenir l'aide des organismes de service pour l'aide à vendre et à transporter le grain jusqu'aux marchés principaux. Chacun veut donc établir les politiques relatives au transport du grain sans accepter la responsabilité pour sa manutention. Un autre organisme, la Commission canadienne du blé, est responsable de ces ventes de grain et son transport de même que des contingentements pour son propre grain et celui des autres. Ces responsabilités variées dans des secteurs différents tendent à créer des conflits internes d'intérêts pour la Commission canadienne du blé.

Le projet de loi C-155 ne définit pas qui est l'expéditeur. Pour que le système de manutention et de transport du grain devienne plus efficace, il faut préciser à qui appartiennent l'autorité et les responsabilités en ce domaine. L'expéditeur doit respecter les critères suivants.

1. Il doit tenir compte des points de vue de tous les intéressés, c'est-à-dire les compagnies de grain, les producteurs et la CCB, leur rendre compte de ses actions tout en étant, en fin de compte, responsable, auprès des producteurs, pour l'établissement du système le moins coûteux. Il ne doit pas, de son côté, y avoir de conflit d'intérêts.

2. Il doit disposer du pouvoir de négocier les taux de transport par rail et camion ou l'obtention d'escomptes pour des améliorations au chapitre de l'efficacité; il doit également payer les chemins de fer.
3. Il doit pouvoir négocier d'autres changements, au besoin, afin d'améliorer le système.
4. Il doit pouvoir répartir la tâche entre les divers modes de transport.
5. Il doit disposer de l'autorité voulue pour évaluer le rendement et imposer des sanctions, qu'il s'agisse des chemins de fer, de la CCB, des compagnies céréalières, ou des responsables, quels qu'ils soient.
6. Il doit disposer de l'autorité nécessaire pour convoquer un tribunal d'arbitrage si la méthode de négociation et de consultation ne suffit pas.
7. Il doit servir d'agent de planification et doit, en conséquence, disposer du pouvoir d'obtenir les renseignements nécessaires à cette planification.

Avenues possibles

On pourrait confier à l'une ou l'autre de plusieurs agences les responsabilités de l'expéditeur. Voici l'ordre que les critères albertains proposent.

1. Office du transport du grain (OTG)
2. Compagnies céréalières
3. Organisation de fermiers
4. Commission canadienne des grains (CCG)
5. Commission canadienne du blé (CCB)

Aucun de ces groupes ne pourrait assumer les devoirs d'un expéditeur ou respecter les critères sans des modifications profondes aux lois actuelles et aux relations qui existent avec les autres participants.

Les pages qui suivent indiquent les changements institutionnels nécessaires pour que chacun de ces organismes puisse assumer les devoirs d'un expéditeur, de même que les avantages et les inconvénients qu'entraînerait le choix de l'un ou l'autre organisme.

1. Office du transport du grain (OTG)

Changements requis

- a. Il faudrait transférer de la CCB à l'OTG la responsabilité du système d'expédition en vrac et d'affectation des wagons pour le grain de la CCB. La CCB deviendrait alors essentiellement un vendeur de grains qui transmettrait les informations pertinentes à l'OTG ou aux compagnies céréalières.

- b. Pour simplifier les choses, la CCB pourrait acheter le grain rendu au terminus et laisser soit l'OTG soit les compagnies céréalières s'occuper des contingentements.
- c. L'OTG surveille actuellement le rendement de certains participants, mais il faudrait étendre son mandat en plus de lui donner l'autorité nécessaire pour imposer des sanctions.

Avantages

1. L'OTG est un organisme neutre et indépendant qui, en tant qu'expéditeur n'a aucun intérêt à protéger.
2. L'OTG serait un participant extérieur qui serait mieux en mesure d'évaluer le rendement des autres participants.
3. L'OTG a déjà accès à une importante banque de données sur laquelle fonder un système de planification et de surveillance.
4. L'OTG s'occupe déjà de la planification pour ce qui est des exigences en wagons et leurs déplacements.
5. L'OTG a prouvé qu'il était capable de négocier des améliorations, par exemple, le regroupement des wagons de transport du colza Canola, l'entente Churchill.

Inconvénients

1. A l'heure actuelle, l'OTG est comptable au ministre fédéral des Transports et aurait de la difficulté à représenter les intérêts des producteurs.
2. Il semble qu'un certain nombre de compagnies céréalières mettent en doute l'objectivité de l'OTG. Ceci pourrait nuire à son efficacité en tant qu'expéditeur s'il n'obtient pas la collaboration de toutes les compagnies.
3. Il semble exister un conflit entre l'OTG et la CCB qui pourrait également affecter son rendement en tant qu'expéditeur.

2. Compagnies céréalières

Changements requis

- a. Il faudrait transférer de la CCB aux compagnies céréalières la responsabilité du système de transport en vrac.
- b. La CCB ne serait plus responsable de l'affectation des wagons pour le transport de son grain. Les compagnies négocieraient directement avec les chemins de fer leurs besoins en wagons. Du même coup, il ne serait plus nécessaire pour l'OTG de répartir les wagons entre la CCB et les autres participants.
- c. La Commission canadienne du blé achèterait probablement alors son grain au terminus plutôt que dans le champ. Les besoins en grain de la CCB seraient transmis aux compagnies céréalières ou partagées entre celles-ci en fonction des disponibilités, ou selon d'autres normes.
- d. On pourrait alors confier aux compagnies céréalières mêmes la responsabilité des contingentements chacune établissant ses propres niveaux de production pour

attirer les acheteurs en concurrençant les autres compagnies.

- e. Les compagnies céréalières négocieraient les taux de transport ou les escomptes à obtenir directement avec les chemins de fer.

Avantages

1. Les compagnies céréalières sont plus directement responsables envers les fermiers que tout autre groupe.
2. Une politique plus agressive de vente entraînerait des contingentements plus élevés et un plus haut degré de compétition au moins à l'extérieur de la Commission,
3. Les compagnies céréalières traiteraient directement avec les chemins de fer pour l'obtention de wagons ce qui éliminerait le besoin de toute agence intermédiaire telle l'OTG ou la CCB pour affecter ces wagons.
4. Les compagnies céréalières disposent de la plupart des renseignements nécessaires à la planification bien que la collaboration entre les compagnies pourrait être nécessaire afin d'en arriver à la planification la plus efficace nécessaire.

Inconvénients

1. Les compagnies céréalières ont un intérêt marqué dans la planification et pourraient avoir de la difficulté à collaborer avec les chemins de fer. Il est connu que les compagnies céréalières demandent toujours plus de wagons qu'elles ne peuvent en utiliser.
2. Puisque les compagnies seraient alors un participant important, il est à se demander si elles pourraient évaluer objectivement leur propre rendement en fonction d'un système de primes et de sanctions.
3. Puisque les compagnies céréalières deviendraient des participants importants, il pourrait s'avérer difficile pour elles en tant qu'expéditeur d'établir des priorités de changement nécessaire à l'amélioration de l'efficacité.

3. Organisation de fermiers

Changements requis

- a. Il faudrait leur confier, après l'avoir enlevée à la CCB et à l'OTG respectivement la responsabilité du système de transport en vrac, de l'affectation du grain de la Commission et de l'affectation des wagons entre la Commission et les autres participants.
- b. Ce nouvel organisme devrait obtenir l'autorité nécessaire pour négocier les taux de transport ou les escomptes directement avec les chemins de fer.
- c. Cet organisme devrait obtenir l'autorité nécessaire pour surveiller le rendement des participants et imposer des sanctions.
- d. Cet organisme devrait représenter le point de vue des producteurs, des compagnies céréalières et de la CCB. Il pourrait être doté d'un conseil d'administration pour représenter les groupes sus-mentionnés.

Avantages

1. Il s'agirait d'un nouvel organisme, neutre dans ses méthodes, et sans parti pris,
2. Puisque cet organisme ne serait pas un participant direct, il pourrait surveiller le rendement des autres participants de façon neutre et indépendante.
3. Ce nouvel organisme n'aurait aucun lien avec le gouvernement fédéral comme c'est présentement le cas pour les autres (à l'exception, évidemment, des compagnies céréalières).

Inconvénients

1. Le nouvel organisme serait un nouvel intervenant du système de manutention du grain, ce qui exigerait la création d'un niveau additionnel d'intervention à moins, évidemment, que l'OTG ne disparaisse.
 2. Contrairement à l'OTG, ce nouvel organisme n'a aucune expérience de la négociation des modifications à apporter au système.
 3. Au départ, il lui faudrait se faire la main à la tâche et constituer une base de données sur laquelle appuyer son programme de planification, ce qui prend du temps.
4. Commission canadienne des grains (CCG)

Changements requis

- a. Il faudrait transférer de la CCB à la CCG la responsabilité du système de transport en vrac et d'affectation des grains de la Commission.
- b. Il faudrait transférer de l'OTG à la CCG la responsabilité de la répartition entre la Commission et les autres participants.
- c. La CCG devrait obtenir l'autorité nécessaire pour surveiller le rendement des participants et imposer des sanctions, au besoin.
- d. La CCG aurait besoin de l'autorité nécessaire pour négocier les taux de transport au nom des producteurs.

Avantages

1. La CCG est un organisme fédéral déjà engagé dans l'industrie du grain; il ne serait pas alors nécessaire de créer un nouvel organisme pour devenir expéditeur.
2. Parce que la CCG ne participe pas à la cueillette du grain, à l'affectation des wagons ou au transport, elle ne devrait avoir aucun intérêt marqué à protéger. On devrait alors pouvoir la considérer neutre.

Inconvénients

1. A l'heure actuelle, la CCG est comptable au ministre fédéral de l'Agriculture et ne pourrait pas représenter les intérêts des producteurs.
2. Il pourrait être difficile, pour la CCG, de refléter en tant qu'expéditeur les points de vue des compagnies céréalières et de la CCB.
3. La CCG ne dispose pas présentement de renseignements adéquats sur lesquels appuyer sa planification en tant qu'expéditeur.

5. Commission canadienne du blé (CCB)

Changements requis

- a. Il faudrait retransférer de l'OTG à la CCB la responsabilité pour l'affectation des wagons pour le grain hors-Commission.
- b. La CCB devrait obtenir l'autorité nécessaire pour négocier, au nom de tous les expéditeurs, des escomptes pour les envois élevés, etc.
- c. La CCB devrait devenir davantage comptable aux producteurs en modifiant ses liens hiérarchiques puisqu'elle représenterait alors les intérêts des fermiers.
- d. La CCB devrait obtenir l'autorité nécessaire pour surveiller le rendement des participants et imposer des sanctions, au besoin.

Avantages

1. La responsabilité du système d'expédition en vrac appartient déjà à la CCB.
2. L'OTG ne serait plus nécessaire, ce qui réduirait le nombre des participants.
3. Puisque la CCB est l'un des principaux vendeurs de grain, elle disposerait d'arguments d'importance pour négocier les taux de transport avec les chemins de fer.
4. Parce que la responsabilité de l'établissement des contingentements appartient à la CCB, le travail de coordination en serait réduit au niveau des ventes, de la cueillette du grain, et de l'affectation des wagons.

Inconvénients

1. La CCB a, par le passé, démontré sa réticence à rendre des comptes aux producteurs. ce qui pourrait s'avérer vrai à l'avenir.
2. La CCB est trop muette, de sorte qu'on pourrait mettre en doute sa responsabilité au niveau du rendement du système et la pertinence des sanctions imposées.
3. Puisque la CCB est un participant important, il pourrait être difficile pour elle d'évaluer son propre rendement.
4. On a, dans le passé, accusé la CCB de manque de neutralité dans sa responsabilité d'affectateur de wagons entre elle-même et les autres participants.
5. La CCB a démontré, dans le passé, sa réticence à agir comme catalyseur pour rationaliser l'efficacité du système. Ceci l'empêcherait de participer aux négociations en vue d'améliorer le système.
6. Son rendement passé l'indique, la CCB est un piètre planificateur alors que c'est là l'une des responsabilités premières d'un expéditeur.

TAUX INCITATIFS

En général, les taux incitatifs sont (ou devraient être) inférieurs aux taux pour wagons uniques selon les méthodes modernes de fonctionnement; ils veulent inciter l'expéditeur à adapter ses besoins afin de réduire les coûts de transport.

Le gouvernement pourrait imposer des taux incitatifs de la même façon qu'il a imposé les taux actuels de transport du grain, tout comme ils pourraient être établis à la suite de négociations entre les expéditeurs et les transporteurs. Dans ce dernier cas, un règlement pourrait imposer un taux maximal pour les taux de wagons uniques afin de protéger les expéditeurs qui ne peuvent profiter des taux incitatifs.

Des minima pour un nombre déterminé de wagons peuvent permettre aux chemins de fer d'offrir des escomptes à l'expéditeur puisqu'il en coûte beaucoup ^{moins} pour réunir un convoi de wagons de taille identique que pour réunir un nombre égal de wagons disparates. Tout geste qu'un expéditeur peut poser pour réduire le travail imposé aux chemins de fer peut, en théorie, entraîner l'adoption d'un taux incitatif pour l'expéditeur. Des wagons à usage unique, le déchargement et le chargement à un moment précis la réduction au minimum du nombre de wagons d'un convoi, l'adoption d'un horaire régulier de chargement et de déchargement, la fourniture de wagons par l'expéditeur sont des façons, pour ce dernier, de profiter d'un taux incitatif; il est possible d'incorporer l'une ou l'autre de ces méthodes (et plusieurs autres) dans la structure des taux. Il faudrait toutefois offrir ces concessions à tous les expéditeurs capables d'adapter leurs opérations à un scénario donné.

Toutes les formes de dispositions incitatives sont possibles; ce qui importe d'abord c'est d'établir les besoins des expéditeurs et de l'ensemble du système afin d'en arriver au coût d'exploitation le plus bas pour le transport des marchandises. Il est alors possible d'en arriver à un taux convenable qui tient compte des conditions afférentes. Puisqu'il ne semble y avoir aucune disposition liée aux taux actuels, plusieurs méthodes différentes de fonctionnement existent qui pourraient améliorer la situation du transport du grain.

Plus important encore, on pourrait recourir aux taux incitatifs pour améliorer le niveau de service actuellement offert aux fermiers. On peut y parvenir à un coût moindre tout en respectant les plans actuels de rationalisation des compagnies céréalières.

Partie II - Taux

1. Compensation pour les chemins de fer
2. Confidentialité des taux de transport ferroviaire
3. Établissement des coûts auxiliaires
4. Utilisation des conteneurs

Compensation pour les chemins de fer

L'évaluation du coût du transport du grain par chemin de fer n'est pas une science précise; elle exige autant de jugement sûr que d'analyses statistiques. Il ne faut donc pas se surprendre qu'il existe une telle controverse quant à l'établissement d'un niveau équitable de rétribution pour les chemins de fer.

Le tableau ci-joint offre une comparaison entre les revenus provenant du transport du grain et celui d'autres denrées. Si on les compare au revenu moyen de l'ensemble du système, on constate que les revenus pour le transport du grain sont très près de la moyenne. Si on élimine les coûts engendrés par les embranchements exclusivement utilisés pour le transport du grain, les revenus provenant du transport du grain sont légèrement inférieurs à la moyenne.

Puisque le grain est une durée qui, en vrac, a une valeur peu élevée, il faut s'attendre à ce que le niveau des revenus soit inférieur à la moyenne pour l'ensemble du système. Le niveau de revenu plus élevé que prévu pour le transport du grain pourrait être fonction du traitement que M. Snaveley a réservé à plusieurs aspects de l'établissement du coût.

1. Coût d'immobilisation

Il s'agit d'un problème complexe qu'étudie présentement la CCT. Selon la façon dont on résoudra les divers problèmes, l'impact sur le coût pourra être fort substantiel. Ainsi, une modification de 1% dans le coût des immobilisations engendrerait une modification de 4 000 000 \$ dans le coût du transport du grain en 1980.

L'un des principaux problèmes auxquels s'intéresse cette étude de la CCT, c'est de savoir si les frais d'immobilisation du CP et du CN sont identiques. L'article 38(2) du projet de loi C-155 stipule que les coûts d'immobilisation du CP seront utilisés pour le CN. Le projet de loi C-155 a également des effets sur le facteur risque qui contre-balance les frais d'immobilisation. En garantissant aux chemins de fer des revenus identiques à leurs frais, plus 20%, ces derniers sont protégés contre un élément important du risque commercial. Ce problème disparaîtrait si on acceptait le principe du filet protecteur que propose l'Alberta.

2. Frais fixes

Le paiement d'une contribution aux frais fixes est une méthode arbitraire en l'absence d'une méthode normale d'établissement des taux de transport par chemin de fer. Mais il faut tenir compte de plusieurs facteurs.

- (a) Si l'industrie du grain ne versait aucune contribution aux frais fixes, les chemins de fer ne s'en tireraient ni mieux ni moins bien.
- (b) Le but de cette contribution aux frais fixes n'est pas de payer pour le transport du grain, mais plutôt d'inciter les chemins de fer à investir dans le transport du grain ou d'offrir un service adéquat de transport, ou les deux, et d'être honnête envers les actionnaires des chemins de fer. Il faut donc tenir compte du fait que les sommes nécessaires à l'amélioration des embranchements et à l'achat de wagons à trémie ne relèveront pas, avant un certain temps, des compagnies ferroviaires.
- (c) La contribution de l'industrie du grain ne devrait donc pas être modifiée parceque le taux général de rendement est ou non inférieur au coût prétendu des investissements. Agir ainsi serait admettre que le transport du grain est le seul responsable de cette situation.
- (d) Le niveau de la contribution de l'industrie du grain ne devrait pas être fonction des exigences d'investissement des chemins de fer pour l'expansion de leur réseau. Il importe que l'industrie du grain paie sa part, mais c'est le transport de toutes les denrées actuelles et futures et les emprunts des compagnies ferroviaires qui financeront cette expansion.
- (e) Il n'existe aucun besoin de verser une contribution pour les coûts afférents aux lignes. Ces coûts sont directement tirés des dossiers comptables des chemins de fer et sont le coût total (frais fixes et variables).

3. Entretien normalisé

Il existe des évaluations des coûts pour ce qu'on a vraiment dépensé pour l'entretien des embranchements par rapport à ce qu'il faudrait dépenser.

4. Amélioration des embranchements

Le projet de loi C-155 interdit aux compagnies ferroviaires de réclamer des frais d'immobilisation pour les contributions gouvernementales en vertu du programme d'amélioration des embranchements. L'Alberta convient qu'il s'agit là de la bonne façon de traiter cette dépense.

Comparaison des revenus provenant du grain
et des autres denrées
par unité reçue - données de 1980 (en millions)

	Grain: taux du N-d-C x 4.5	Grain moins coût de ligne	Autres denrées (total moins 1 N-d-C)	Proportion grains: autres
Revenus	\$584 460	473 822	3606 466	
Milles ferroviaires	8 640	8 640	53 737	
Milles/wagons chargés	375 223	375 223	2241 744	
Tonnes	29 205	29 205	176 897	
Revenus: milles ferroviaires	67 64	54 84	67 11	101%
Revenus: milles-wagons	1 56	1 26	1 61	97%
Revenus: tonnes	20 01	16 22	20 39	98%

Confidentialité des taux de transport ferroviaire

L'actuel projet d'établissement du taux du Nid-de-Corbeau du gouvernement fédéral se fonde sur le calcul de l'ensemble des coûts de transport par chemin de fer pour le grain. Ce sont les chemins de fer qui établissent ce calcul et qui le soumettent à la Commission canadienne des transports qui établit le taux du Nid-de-Corbeau. Puisque les frais encourus constituent l'un des points importants de l'établissement du taux, le gouvernement de l'Alberta est d'avis que toutes les données pertinentes aux frais de transport ferroviaire doivent être soumis à l'inspection publique. Tout en accordant le bénéfice du doute aux chemins de fer, il est naturel que ces compagnies favorisent leur point de vue en établissant leurs prévisions. Pour assurer l'adoption d'un taux juste et raisonnable, les économistes des groupes de fermiers, des compagnies céréalieres et des gouvernements provinciaux devraient pouvoir mettre ces chiffres en doute. Malheureusement, l'article 331 de la Loi sur les chemins de fer déclare illégal le dévoilement de renseignements sur les coûts de transport ferroviaire sans l'approbation du ministre des Transports.

Puisque ni le CN ni le CP ne sont des entités constituées séparément, les investissements des chemins de fer sont cachés au grand public. Le projet de loi C-155 prévoit le versement de sommes importantes provenant des deniers publics aux compagnies ferroviaires. Le public a droit de savoir comment on utilisera cet argent. Il est évident que le Comité devra avoir accès à des renseignements confidentiels pour s'acquitter de sa tâche de surveillance en vertu de cet article. Mais il est également légitime de demander que le public sache ce qu'on fera de son argent.

La plupart de ces renseignements sont disponibles grâce à ce que les comptables appellent une déclaration sur la provenance et l'utilisation des ressources financières. Cette déclaration indique d'où provient l'argent des compagnies ferroviaires et ce qu'elles en ont fait. On y compare la situation des compagnies, l'an dernier et cette année, en incluant une analyse des changements survenus. Il est ainsi possible de savoir si les compagnies ferroviaires ont investi dans l'entretien des embranchements des Prairies ou augmenté leur capacité dans les Rocheuses. Il serait possible de concert avec d'autres données relatives au transport, par exemple, le nombre de wagons, le nombre de tonnes transportées, d'établir si les coûts exigés pour le transport du grain étaient raisonnables. Sans la publication de ces données, le public ne pourra jamais être certain que son argent a été bien utilisé.

Établissement des coûts auxiliaires

On exige des frais auxiliaires pour le transport du grain pour les services offerts en plus du transport même. Il peut s'agir, par exemple, de transformation en cours de route, d'entreposage, de diversion, etc. Dans son rapport, M. Snavelly note que selon une étude du CP il faut 1,3 wagon pour transporter les denrées traitées pour chaque wagon de grain dont on interrompt la course. Snavelly n'ajoute toutefois pas le coût des wagons additionnels ou leur manutention dans l'établissement de son coût. Il déclare que ces coûts additionnels ne sont pas partie intégrante du taux de transport du grain et qu'il faut les compter séparément. On s'attend à ce que les chemins de fer tentent de majorer ces frais auxiliaires au transport du grain pour compenser ces coûts supérieurs au coût moyen qu'accepte Snavelly.

Il faut s'opposer à ces augmentations à moins que les compagnies ferroviaires ne puissent prouver le point de vue de Snavelly selon lequel il a soustrait ces coûts du taux de transport. Ainsi, les frais d'aiguillage à un terminus doivent être répartis équitablement entre l'aiguillage normal et celui qui est effectué exclusivement pour le traitement ou l'entreposage du grain. On peut, par exemple, inclure tous les coûts d'aiguillage dans le calcul du taux de transport. De même, si on exige des frais de magasinage, le coût quotidien d'utilisation des wagons doit être soustrait du taux de transport avant de l'inclure dans les coûts auxiliaires.

Utilisation des conteneurs

L'addition de nouvelles denrées et la fermeture de plusieurs embranchements exigent de plus l'augmentation des moyens de transport mis à la disposition des fermiers. L'une des propositions veut que l'on permette aux fermiers d'expédier leurs produits par conteneur, tout en continuant de profiter du taux du Nid-de-Corbeau. Dans certaines circonstances spéciales, cette méthode permettrait de réduire les frais de manutention tout en offrant un service amélioré aux expéditeurs.

VERSEMENTS DE L'ÉTAT

1. Protection du producteur

(i) Volume maximal

(ii) Partage de l'inflation

2. Solution du double 80

3. Versement de l'indemnité CN

PROTECTION DU PRODUCTEUR

Pour leur permettre de profiter d'un système amélioré et efficace de transport du grain, on demande aux fermiers d'assumer, à l'avenir, une part plus importante des coûts de transport que ce n'est présentement le cas en vertu du taux du Nid-de-Corbeau. Le projet de loi C-155 propose plus précisément que les fermiers soient responsables des premiers 6% d'inflation après 1985-1986 et que dès maintenant, ils assument le coût du transport du grain au-delà de 31,1 millions de tonnes.

Le gouvernement de l'Alberta s'inquiète de ces dispositions du projet de loi C-155

1. parce que la décision d'exposer davantage les fermiers à un risque financier en les rendant responsables des premiers 6% d'inflation plutôt que des 4,5% que recommande Gilson ne tient pas suffisamment compte de la capacité des fermiers de payer, et
2. parce que rendre les fermiers responsables de tous les coûts de transport du grain au-delà de 31,1 millions de tonnes constitue un anti-stimulant à l'augmentation de la production et de la mise en marché qui permettraient aux producteurs de payer des frais plus élevés de transport.

L'Alberta recommande

1. que le projet qui rendrait les fermiers responsables des premiers 6% de l'inflation soit modifié et ramené à 4,5% comme le recommande Gilson, et
2. qu'on élimine le maximum de 31.1 millions de tonnes admissible à la subvention du Nid-de-Corbeau.

LA SOLUTION DU DOUBLE 80

La solution du double 80 est fonction de la soi-disant liberté de choix en ce qu'elle accorde aux producteurs la possibilité de toucher la totalité ou une partie seulement des sommes auxquelles ils ont droit. Ils peuvent décider de toucher comptant la subvention du Nid-de-Corbeau ou demander qu'on la verse en leur nom aux chemins de fer. L'Office de stabilisation de grain de l'Ouest ouvrirait un compte pour chacun d'eux. L'expression "double 80" découle de la limite de 80% imposée au montant de la subvention du Nid-de-Corbeau assujettie au choix du producteur et du maximum de 80% imposé à toute somme due et fonction du nombre d'acres cultivés et de leur productivité. Ces deux restrictions permettent de limiter la réduction de la subvention du Nid-de-Corbeau.

A. SOMME QUI PEUT FAIRE L'OBJET DU CHOIX

La subvention du Nid-de-Corbeau est égale au manque à gagner des chemins de fer en 1981-1982, ou 651 600 000 \$.

Une somme de 130 300 000 \$ ou 20% de la subvention de base serait versée directement aux chemins de fer de sorte qu'il resterait 80% ou 521 300 000 \$ à répartir entre les producteurs.

Bien que le projet de loi C-155 ne contienne actuellement aucune disposition pour le recours à un fonds de rajustement agricole, il peut et devrait être réétabli en vertu d'une méthode de paiement qui permet une autre solution que le paiement complet de la subvention du Nid-de-Corbeau directement aux chemins de fer.

À ce montant, s'ajouterait la part totale de l'État dans la variation des coûts de sorte que la somme totale disponible pour les producteurs, à leur choix (P), s'établit ainsi:

$$P = 0.8C + A + G$$

C = subvention du Nid-de-Corbeau

A = rajustement agricole

G = part totale de l'État dans la variation des coûts

Ainsi, une année, la somme totale disponible pour le producteur et à distribuer selon son choix serait la suivante:

$$\begin{aligned} P &= (651.6 \times .8) = 40.0 = 50.0 \\ &= 521.3 = 40.0 = 50.0 \\ &= 611.3 \text{ millions} \end{aligned}$$

En tonnes, la somme brute de base disponible serait P / Tonnes totales admissibles, soit le nombre total de tonnes vendues selon l'OSGO l'année précédente * soit

$$\frac{611\,300\,000\ \$}{36\,000\,000\ \text{tonnes}} \quad \text{ou } 16.98\ \$ \text{ la tonne}$$

Ainsi, la subvention totale du Nid-de-Corbeau applicable au grain produit dans l'Ouest du Canada comprend la somme disponible aux producteurs (16.98 \$ la tonne) en plus du montant versé directement aux chemins de fer, on peut supposer 130 000 000 \$ / tonnes transportées par rail, ou

$$\frac{130\,000\,000\ \$}{31\,100\,000} \quad \text{ou } 4.20\ \$ \text{ la tonne}$$

B. Établissement des sommes auxquelles a droit chaque producteur

Il faudrait, pour chaque producteur, établir deux méthodes de calcul des sommes auxquelles il a droit.

- (1) La première qui tient compte du nombre d'acres admissibles, pondéré en fonction de la productivité, et établi dans une proportion de 80%. Le nombre d'acres admissibles serait établi à partir des rôles d'évaluation municipale; la productivité serait le reflet des données locales ou régionales d'assurance-récolte.
- (2) La deuxième serait fonction du nombre actuel de tonnes des six grains principaux vendus, la campagne agricole précédente, et établi par l'OSGO.

La différence entre ces deux chiffres serait fonction des ventes et de leurs aléas, des conditions atmosphériques ou des décisions de production. Chaque année, le producteur aurait droit au montant le plus élevé des deux. Il établirait son choix en fonction, soit du nombre d'acres (multiplié par 80%) soit de données précises sur les ventes telles qu'établies par l'OSGO. (Il est possible de prévoir une méthode d'appel des chiffres de l'OSGO lorsque le producteur peut prouver que certaines ventes ne figurent pas aux dossiers de l'OSGO.)

Un producteur pourrait, par exemple, avoir à choisir, une année donnée, entre les deux possibilités suivantes.

* le nombre de tonnes prévu pour l'année en cours pourrait également servir de dénominateur

- (a) Selon le nombre d'acres
 - = (500 acres X .6 tonnes l'acre) X 80%
 - = 240 tonnes
- (b) Selon les ventes (dossiers de l'OSGO)
 - 310 tonnes

Cette année-là, l'ordinateur choisirait automatiquement les 310 tonnes comme donnée à laquelle le producteur a droit et établirait les sommes qui lui reviennent à 310 tonnes X 16.98 \$ la tonne = 5 263.80 \$. Une autre année, alors que les ventes, la production ou les conditions atmosphériques auraient réduit les ventes, le montant le plus élevé pourrait être relatif aux acres cultivés de sorte que ses revenus pourraient être limités à 240 acres X 16.98 \$ la tonne = 4 075.20 \$.

On pondérerait de plus les sommes auxquelles il a droit en vertu d'un facteur de transport pour tenir compte de la distance jusqu'au port le plus rapproché.

C. RÉPARTITION

L'administration du système serait semblable à celle que prévoit la soi-disant liberté de choix et tiendrait compte des points suivants.

- (1) Déclaration annuelle du producteur sur la façon dont il désire recevoir sa part de la subvention du Nid-de-Corbeau, c'est-à-dire versement comptant ou crédit applicable à ses frais de transport par chemin de fer.
- (2) Inscription dans le livre des permis de la Commission canadienne du blé
 - (a) de la déclaration de chaque producteur;
 - (b) des montants auxquels chaque producteur a droit selon les calculs de l'OSGO.
- (3) Administration du compte des producteurs par les compagnies d'élévateurs sous la surveillance de l'OSGO y compris
 - (a) la réduction des crédits relatifs à chaque expédition;
 - (b) le retrait de sommes comptant (disponibles seulement à la fin de chaque trimestre).
- (4) Obligation pour le producteur de payer la totalité des frais de transport lorsqu'il décide de retirer au comptant les sommes qui lui sont dues ou lorsqu'il a expédié un nombre de tonnes de grain supérieur à ce à quoi il avait droit.
- (5) Permission pour le producteur de retirer, en argent, à la fin de la campagne agricole, les sommes auxquelles il a droit et encore non-utilisées.

-
- (6) Identification des seuls détenteurs de permis A de la Commission canadienne du blé comme producteurs.

TABLEAU 1

" DOUBLE 80 "

SECTION A
FONDS DISPONIBLES

20%	80% de la subvention du Nid-de-Corbeau	part de l'Etat à l'augmentation des coûts
-----	---	---

SECTION B
RÉPARTITION DES FONDS

versement aux chemins de fer	sommes à la disposition des producteurs
---------------------------------	--

SECTION C
PART DES PRODUCTEURS

acres admissibles X 80% selon la productivité	mise en marché de 6 grains selon les dossiers de l'OSGO
---	---

part du producteur



SECTION D
CHOIX DU PRODUCTEUR

versement comptant au producteur	crédit à appliquer aux frais de transport
-------------------------------------	--

APPENDICE "TRPT- 2 70"

le 11 août 1983

M. Maurice Dionne, président
Comité permanent des transports
Chambre des Communes
Ottawa, Ont.

Monsieur le président et les membres du comité,

Je vous écris au nom du Inner City Committee for Rail Relocation, Incorporated de Winnipeg. Nous sommes un groupe de citoyens et de travailleurs communautaires qui se réunissent régulièrement depuis 1979 avec l'espoir de voir les triages du CP quitter l'intérieur de la ville de Winnipeg.

A titre de groupe urbain, nous ne parlons pas au nom de la population rurale ni d'aucun groupe d'intérêt; nous ne nous prononçons pas non plus sur les changements au tarif du Nid-de-Corbeau.

Cependant, nous avons une recommandation à formuler pour le cas où le tarif du Nid-de-Corbeau serait modifié et que des fonds supplémentaires soient accordés aux chemins de fer.

Nous notons que le président du Canadien Pacifique, M. W.W. Stinson, dans un article paru dans le "Globe and Mail", le lundi 4 avril 1983, parle d'immobilisations massives pour la modernisation du réseau des chemins de fer dans l'Ouest que sa compagnie se propose d'inaugurer dès que le projet de loi sur le tarif du Nid de Corbeau aura été approuvé par le Parlement.

L'article souligne également que, outre le soulagement apporté par la loi, le gouvernement fédéral fera également des versements provisoires substantiels. Le gouvernement fédéral est prêt à verser 313 \$ millions partagés pour moitié entre le CP et le CN en compensation des pertes subies au cours de l'année agricole terminée le 31 juillet 1983, pour le transport des grains.

Il semblerait aussi que la plus grande part des nouvelles immobilisations doivent se concentrer dans les sections de l'Ouest du système ferroviaire et qu'il n'y en ait que très peu ou pas du tout au Manitoba. Lors d'une réunion de votre comité et de l'honorable Axworthy, tenue le 17 décembre 1982, M. Axworthy a déclaré que le gouvernement pouvait exiger que le CP déplace ses cours et son tronçon principal de Winnipeg dans le cadre de son programme de modernisation. Il semble qu'une pareille exigence ne serait pas déraisonnable, compte tenu des concessions importantes consenties à la compagnie de chemin de fer et surtout de l'aide financière directe provenant des fonds des contribuables.

Le temps passe et les résidents du secteur central, de même que les citoyens en général, éprouvent de plus en plus de frustration à cause de

l'impossibilité d'obtenir une réponse ferme des gouvernements au sujet du déplacement de cette voie ferrée, alors que la question est d'une si grande importance pour l'avenir de la cité.

Nous ajoutons aussi que la cité fait préparer des plans de reconstruction du pont de la rue Salter pour un coût deux à trois fois supérieur à celui qui a été établi dans le rapport Dillon, rapport dans lequel tant de personnes semblent fonder leurs renseignements sur le coût relatif du déplacement par opposition à la construction de ponts dans les cours du CP.

A titre de résidents de Winnipeg, nous nous inquiétons de la viabilité de notre ville. Il est évident que, tant que l'horrible triage du CP sera là, la réanimation du coeur de notre ville sera presque impossible. Nous devons attirer de nouveaux investissements dans ce quartier. Nous avons noté que M. Stinson et le CP sont aussi intéressés à l'investissement et plus spécialement à son rendement. M. Stinson disait, dans le même article cité plus haut, que le nouveau système administratif des prix visant à indemniser les compagnies de chemin de fer pour le transport des grains d'exportation leur procurera "un rendement d'environ 12 % des exploitations ferroviaires comparativement aux 7 % actuels." Nous croyons, comme le disait l'honorable Cyril Keeper à la Chambre, le 16 juin 1983, que "l'investissement doit servir la justice sociale, et non seulement les intérêts privés et la propriété privée." Il est ici question de justice sociale parce que les cours du CP "font subir des préjudices au quartier du centre-ville, dans lequel les plus pauvres de nos citoyens habitent." (Hansard, le 16 juin 1983, p. 26423) La construction de nouveaux ponts continue de gruger les quartiers du coeur de la ville et de détruire des collectivités qui se sont organisées depuis huit décennies et plus. Le dernier bâtiment à être victime de la démolition abritait un centre de soins de jour et un club de citoyens âgés, qui a été remplacé par le nouveau pont Salter. Naturellement, l'établissement n'a pas été remplacé, causant ainsi beaucoup de dérangements et d'inquiétude.

La compagnie CP a été traitée plus que généreusement par les contribuables du Canada depuis sa fondation: octrois de terres, de droits minéraliers et de concessions estimés à 11 \$ milliards. Les contribuables de Winnipeg continuent de subventionner les actionnaires du CP à raison de 500 000\$ par année, sous forme d'exemptions accordées par la ville de Winnipeg. La province du Manitoba, soutenue par la cité de Winnipeg, projette de mettre fin à toutes ces pratiques par le biais de lois déjà présentées par la Province.

Nous croyons que le CP ne peut gagner sur les deux fronts. La compagnie veut faire modifier un tarif statutaire, mais elle ne veut pas changer les concessions fiscales qui lui ont été accordées également "à perpétuité".

En conclusion, si la Loi sur le Nid-de-Corbeau est modifiée et que les compagnies de chemin de fer reçoivent des subventions accrues pour le transport du grain, nous recommandons qu'il soit exigé que le CP modernise son système en déplaçant ses triages hors de la cité de Winnipeg. Ce déménagement constituerait non seulement un investissement du point de vue

de la justice sociale, mais il constituerait aussi probablement un bon investissement pour le CP.

Doug Martindale
secrétaire
Inner City
Committee
For Rail
Relocation

c.c.: Honorable Lloyd Axworthy
Honoralbe Cyril Keeper

APPENDICE «TRPT-271»

SUBVENTIONS AU TITRE DE LA PRODUCTION DU GRAIN

K a i C o n s u l t i n g I n c .

La présente étude a été effectuée pour le compte du ministère de l'Agriculture du Manitoba. Elle repose sur une comparaison de la documentation détaillée compilée à propos des crédits directs et indirects versés aux céréaliculteurs de l'Ouest du Canada, et des mesures semblables appliquées aux États-Unis et en Europe de l'Ouest. L'objectif en est d'évaluer les subventions versées au titre de la production du grain au cours d'un certain nombre d'années consécutives afin d'en déterminer les usages et les effets à long terme.

SUBVENTION AU TITRE DE LA PRODUCTION DU GRAIN

1972 - 1981

Étude comparative de la situation au Canada,
aux États-Unis et dans la
Communauté économique européenne

RAPPORT FINAL

Préparé par
Hans J. Kieferle
KAI Consulting Inc.,
C.P. 4687, Succursale E
Ottawa (Ontario)
Canada
(c) Kai Consulting Inc., 1983

July 1983

SUBVENTIONS AU TITRE DE LA PRODUCTION DU GRAIN

1972 - 1981

TABLE DES MATIÈRES

Introduction	
Le problème	
La méthode	
Les résultats	
Subventions proportionnelles	
Subventions par tonne	
Les subventions et leurs effets: une étude comparative ...	
Les céréales et les exportations agricoles	
Résultats d'autres études	
Tableaux	Annexe

Introduction

Pour un producteur de céréales, c'est l'effet net d'une politique gouvernementale sur la rentabilité de ses facteurs de production qui importe. Il existe une foule de politiques, certaines influent sur le prix des sorties, d'autres le coût des entrées. Le problème tient au fait que certaines des mesures, aussi bien intentionnées soient-elles, se révèlent ou redondantes ou douteusement efficaces. Qui prétendrait, par exemple, vu les exportations d'envergure, qu'une devise surévaluée aurait des effets néfastes pour les agriculteurs? Quoiqu'elle puisse réduire artificiellement les prix des sorties, elle favorise les producteurs en diminuant les prix qu'ils doivent payer (internationalement) pour les entrées de produits de commerce. Ou encore, dans le cas des mesures gouvernementales visant un groupe particulier mais ayant un effet indirect sur d'autres, à qui incombe-t-il de déterminer le mode de répartition des bénéfices?

Il est un autre domaine où les bonnes intentions du gouvernement ont maintenant des retombées négatives. Le tarif réglementaire du transport ferroviaire du grain provenant de l'Ouest du Canada et destiné à l'exportation (tarif du pas du Nid-de-Corbeau) en est un bon exemple. Durant toute la période de faible inflation, les céréaliculteurs n'ont tiré que des bénéfices nominaux de ce tarif. Maintenant, les experts sont d'avis que les profits que les compagnies de chemin de fer ont perdus au cours des soixante années durant lesquelles elle ont transporté le grain à un taux fixe seront bientôt rattrapés, le nouveau tarif devant être neuf fois supérieur à celui qu'elles réclament aujourd'hui des producteurs. Le gouvernement canadien a fait part de son intention de modifier le tarif et de déboursier, à partir des deniers publics, à peu près cinq fois plus, soit 650 millions de dollars par année, et ce «à perpétuité». On assure les céréaliculteurs qu'il s'agit là d'un généreux subside. Mais est-ce vraiment le cas? N'y a-t-il pas des façons moins controversées et, en même temps, plus efficaces de subventionner les céréaliculteurs? En fait, dans quelle mesure les céréaliculteurs de l'Ouest du Canada sont-ils vraiment subventionnés, et les sommes qui leur sont versées sont-elles équivalentes à celles que reçoivent les producteurs d'autres pays ?

Il serait utile d'examiner certaines de ces questions en comparant les subventions versées au titre de la production du grain dans de nombreux pays. Si les résultats d'une telle comparaison prêtent à controverse, ils permettront néanmoins de démontrer un important principe, à savoir que l'on gagne à procéder par comparaisons. Si un pays est plus généreux que d'autres dans ses transferts, les concurrents trouveront matière à se plaindre. Du même coup, les céréaliculteurs du second groupe exerceront sans aucun doute des pressions afin d'obtenir de leur propre gouvernement un traitement semblable à celui dont jouit le premier groupe.

Le probleme

La croyance populaire veut que les subventions versées aux producteurs réduisent l'efficience de l'économie et entraînent l'augmentation des prix. Sans les transferts, ainsi se poursuit le raisonnement, les producteurs non concurrentiels se retirent du jeu et tous les autres en profitent. Les forces du marché veillent à ce que les revenus et les coûts s'équilibrent au niveau le plus bas de la concurrence.

Or, les subventions, quel qu'en soit la forme, continuent de jouer un rôle important dans de nombreux secteurs de l'activité économique. Et l'agriculture n'est pas une exception à la règle.

La présente étude porte essentiellement sur la production du grain. Les subventions, qu'elles se traduisent par une diminution des prix ou par d'autres incitatifs, au Canada, aux États-Unis et dans la Communauté économique européenne, sont partie intégrante des gains réalisés par les céréaliculteurs. Ce secteur de l'agriculture est à la base d'un intéressant paradoxe: quoique les céréaliculteurs de l'Amérique du Nord fixent des normes de production efficiente et bon marché, les prix du grain tombent souvent bien au-dessous des coûts unitaires. Les gouvernements tentent de minimiser les conséquences de cette chute sur les revenus des producteurs en appliquant toute une gamme de mesures.

Manifestement, si les subventions au titre du grain n'entraînaient des répercussions que dans les pays qui les versent, (autrement dit, si la production intérieure était entièrement consommée dans le pays même), le débat sur la valeur de ces transferts se résumerait probablement à savoir si d'autres secteurs de l'économie reçoivent un traitement semblable. Mais environ 80% de la production du blé de l'Ouest du Canada et 60% de celle des États-Unis est exportée. Les subventions applicables à la production du grain, en d'autres termes, ont des répercussions internationales. Qui plus est, les pratiques d'une nation exportatrice sont étroitement surveillées par les autres.

Nonobstant les mesures de stabilisation, les prix du grain fluctuent comme peu de prix des denrées non liées à l'industrie de l'agriculture. Par exemple, en 1976, le prix du blé canadien était de 35% inférieur à celui de 1973. Cependant, il a remonté pour se fixer aux alentours de 6% au-dessus de celui de 1973. Il semble que le climat, le climat propice, plus que tout autre facteur, détermine l'offre qui, à son tour, régit les prix. Les efforts que tentent certains pays pour limiter les sorties sont immédiatement tempérés par leur désir de garder leur part du marché international. Les trois pays (ou blocs commerciaux) considérés dans le présent rapport produisent environ les quatre cinquièmes des 102 millions de tonnes de blé exportées (chiffres de 1981) d'une valeur de quelque 15 milliards de dollars américains.

Toutefois, les coûts que doivent assumer les fermiers baissent à peine. De fait, nombre des coûts (fertilisants et machinerie par exemple) sont déterminés à l'échelle internationale et augmentent d'une année à l'autre.

Voilà qui nous prépare à une comparaison des subventions versées au titre de la production du grain. Mais quels sont les «véritables» niveaux de référence? Théoriquement, ils représentent la différence entre les prix mondiaux non subventionnés et les prix des producteurs. Puisque les prix mondiaux de cette denrée sont «toujours subventionnés», faute de mieux on compare les prix des producteurs canadiens et les prix CAF à l'importation de pays importateurs de grain (la Communauté économique européenne par exemple, nonobstant le fait que la Communauté exporte surtout du blé) et, pour les nations exportatrices de grain, comme les États-Unis et le Canada, on compare la valeur f.o.b. des exportations avec les prix des producteurs. Dans ce dernier cas, les prix des producteurs incluent les subventions directes et indirectes.

C'est sur cette méthode que se fonde la présente étude, adaptée légèrement pour le Canada et les États-Unis: contrairement à la valeur f.o.b. à l'exportation, on a déterminé les valeurs moyennes du marché et calculé les subventions versées pour chaque récolte. Il convient de noter que, toute autres choses étant égales, les prix du grain en vigueur en Amérique du Nord, du blé plus particulièrement, ne peuvent être considérablement différents des prix à l'exportation.

Toutefois, une estimation des subventions indirectes risque de provoquer la controverse puisqu'elle nous force à prendre certaines décisions arbitraires. L'ensemble des transferts indirects provient de coûts de transport favorables--la voie ferrée, dans l'Ouest du Canada, et les voies maritimes intérieures, aux États-Unis. Quelle est l'importance de ces transferts indirects? Autrement dit, quelle part des subventions totales versées au titre de la production du grain représentent-ils? S'ils constituent un important pourcentage des subventions totales, sont-ils souples, tiennent-ils compte des conditions économiques changeantes auxquelles sont assujettis les fermiers, c'est-à-dire, les producteurs sont-ils mieux compensés en période de baisse que de hausse des prix du grain? Est-il souhaitable de verser des subventions de compensation au secteur de l'agriculture? Si tel est le cas, quels mécanismes permettent le mieux d'atteindre cet objectif?

Le gouvernement canadien a déployé de nombreux efforts pour déterminer le «véritable» coût du transport ferroviaire du grain, mais on ne dispose que de très peu de renseignements sur les coûts du transport par voie maritime intérieure aux États-Unis. où le grain représente jusqu'à 20% de la circulation (tonne--mille). On peut facilement concevoir que le coût du transport d'une tonne de grain sur 1 000 milles de voie maritime (soit approximativement la distance que le blé américain doit parcourir jusqu'au point d'exportation, sur la côte du Golfe) est considérablement inférieur au coût du transport sur 1 000 milles de voie ferrée (comme c'est le cas du grain de l'Ouest du Canada). Néanmoins, dans les deux pays, les dépenses de capital

passées et actuelles engagées à l'égard des modes de transport respectifs représentent un lourd fardeau pour les contribuables (subventions, subsides, etc.). Les rentrées engendrées par les dépenses sont comprises dans les taux de transport à recouvrement total de fonds qui seront instaurés au Canada, mais dont il est presque impossible de déterminer l'importance pour les États-Unis.--(1) La présente étude ne vise pas à déterminer la façon d'estimer les débours du gouvernement (passés et actuels) dans un secteur de l'activité économique (le transport) afin d'en attribuer une part à un autre secteur (la production du grain).

Quoi qu'il en soit, les céréaliculteurs (et autres producteurs) des deux pays en «sortent gagnants» si leurs coûts sont inférieurs au coût de transport de leurs produits.

Comme la présente étude vise à comparer les niveaux des subventions directes et indirectes, à défaut de données adéquates suffisantes sur les capitaux investis dans le système de navigation interne des États-Unis, il a été décidé de ne tenir compte, tant pour le Canada que pour les États-Unis, que des coûts de transport au niveau de l'exploitation et de l'entretien (calculés pour les céréales à partir de la proportion de la circulation totale).--(2) Pour l'Ouest du Canada, cela signifie les coûts d'«exploitation et de dépréciation» des voies ferroviaires, déterminés par les études de Snavely (voir plus loin), et pour les États-Unis, cela représente les dépenses d'exploitation et d'entretien des voies de navigation interne engagées par le gouvernement central.

En somme, il importe moins de déterminer si, à défaut de subventions, les prix mondiaux du grain seraient inférieurs (ils le seraient effectivement, de même que les dépenses gouvernementales, et, il est à espérer, les impôts), mais plutôt quelle serait la conséquence probable si un pays expéditeur de grain réduisait unilatéralement ses transferts. Il ne fait aucun doute que sa production de grain et (très probablement) ses exportations diminueraient.--(3) Dans l'Ouest du Canada, quelques producteurs de grain seraient forcés de se mettre à produire d'autres entrées. Leur réussite dépendrait largement des débouchés des «autres» produits agricoles. Aucune estimation du nombre de fermiers qui échoueraient dans cette entreprise n'a encore été faite.

La méthode

La subvention proportionnelle est calculée comme suit:

$$P_i = S_i / (V_i + S_i) \dots\dots\dots (1)$$

P étant la subvention proportionnelle,

S la subvention totale,

V la valeur de la récolte, et

i la campagne agricole.

La subvention par tonne est calculée comme suit:

$$S_{ti} = S_i / T_i \dots\dots\dots (2)$$

S_t étant la subvention par tonne,

T les produits de la récolte.

Pour la C.E.E., la subvention proportionnelle est calculée comme suit:

$$P_i^* = D_i / V_i \dots\dots\dots (3)$$

D étant la différence entre les valeurs du producteur de la C.E.E. (les prix multipliés par les sorties) et la valeur mondiale (les prix Rotterdam C.A.F. multipliés par la production de la C.E.E.)

Les subventions de la C.E.E. par tonne équivalent à la différence entre le prix du producteur de la Communauté et les prix C.A.F. à l'importation.

Toutes les moyennes de dix ans sont pondérées.

Les prix et les valeurs sont exprimés en dollars actuels.

Au cours de l'exposé qui suit, on fera souvent mention des moyennes de dix ans. Les changements d'une année à l'autre n'en sont pas moins importants. On trouvera aux tableaux en annexe à la fois les moyennes pondérées et les écarts types.

Les résultats

Subventions proportionnelles

Rappelons que la «subvention proportionnelle» dans la présente étude représente la somme de tous les transferts divisée par la valeur marchande du grain, à laquelle sont additionnés ces transferts.

Pour la période de dix ans se terminant avec la campagne agricole 1981-1982, les subventions proportionnelles versées au titre du blé au Canada ont atteint une moyenne de 4%,--(4) par rapport à 8,6% aux États-Unis et à 10,5% dans la C.E.E. Le tableau 1 indique les estimations correspondantes pour les autres grains.

Lorsqu'on examine les niveaux des subventions proportionnelles d'une année à l'autre, on note une différence marquée entre le Canada et les États-Unis: pour le blécanadien, par exemple, les subventions proportionnelles ont passé de 2,2%, en 1973, à 5%, en 1972. Par ailleurs, aux États-Unis, l'écart est bien plus prononcé: les subventions versées au titre du blé étaient de 0,8% en 1974 et sont montées jusqu'à 22,5% en 1977. Cela reflète la nature des programmes d'aide américains au titre du grain, dans le cadre desquels les prix-cibles sont établis chaque année (après de longues négociations entre le gouvernement et les groupes de fermiers) à partir d'une méthode qui va à l'encontre de la tendance des prix du marché. De même, de grands écarts d'une année à l'autre semblent exister au sein de la C.E.E., laquelle recourt également à un système de «prix-cibles».

Subventions par tonne

Une autre façon d'analyser ces subventions consiste à les exprimer sur une base par tonne.--(5) Le tableau 2 donne la subvention canadienne par tonne de production, par récolte, en dollars canadiens. Le tableau indique également l'importance relative des subventions indirectes; autrement dit, la valeur attribuée aux subventions au titre du transport ferroviaire (y compris les wagons-trémies) semble représenter environ les quatre-cinquièmes des subventions totales versées au titre du grain dans l'Ouest du Canada. Cela établit un contraste marqué avec les États-Unis où, dans le cas du blé par exemple, les subventions indirectes versées (transport par voie maritime) au cours des dix dernières années se chiffrent en moyenne à 2%.

Pour comparer toutes les subventions (par tonne) des blocs commerciaux, il faut établir une devise commune. Les tableaux 3 et 4, où toutes les valeurs sont indiquées en dollars américains, font ressortir la tendance générale notée précédemment.

Tableau 1

Subventions proportionnelles par type de grain et par pays
1972, 1981 et moyennes de dix ans
(Pourcentages)

	Blé	Avoine	Seigle et orge	Lin	Graine de colza		
Canada							
1972	5,0	5,8	5,9	2,2	2,7		
1981	4,5	7,5	6,5	2,7	3,0		
Moyenne de dix ans	4,0	5,7	5,7	2,2	2,5		
						Graine de soja	Maïs
Etats-Unis							Sorgho
1972	22,4	4,9	18,5	,2	15,8	21,0	
1981	10,5	,05	8,4	,2	4,0	21,7	
Moyenne de dix ans	8,6	,8	7,2	,3	4,4	11,0	
			Orge	Seigle	Maïs		
C.E.E.							
1972	10,7	33,1	23,6	24,6	15,3		
1981	15,3	8,0	13,6	10,7	14,2		
Moyenne de dix ans	10,5	17,8	20,8	22,6	19,4		

Source: Tableaux en annexe III-1, III-2, IV-3

Tableau 2

Subventions moyennes pour la période 1972-1981
par récolte, au Canada
(\$CAN/tonne)

	Blé		Avoine		Orge et Seigle	
Valeur marchande	161,19		100,91		111,52	
Subventions:	(%)		(%)		(%)	
directes	1,38	20,2	1,17	19,0	1,33	19,9
indirectes	5,43	78,8	4,96	81,0	5,35	80,1
Total	6,81	100,0	6,13	100,0	6,68	100,0
Valeur du producteur	168,00		107,04		118,20	
	Lin		Graine de colza			
Valeur marchande	310,19		290,10			
Subventions:	(%)		(%)			
directes	1,42	20,6	1,54	21,1		
indirectes	5,48	79,4	5,77	78,9		
Total	6,90	100,0	7,31	100,0		
Valeur du producteur	317,09		297,41			

Source: Tableaux en annexe III-1.

Tableau 3

Subventions moyennes pour la période 1972-1981, par récolte et par pays
(\$US/tonne)

	Blé	Avoine	Orge	Lin	Graine de colza		
Canada							
Valeur marchande	150,22	94,08	103,55	289,27	270,38		
Subventions	6,35	5,71	6,22	6,43	6,81		
Valeur du producteur	156,57	99,79	109,77	295,70	277,19		
						Graine de soja	
Etats-Unis							
Valeur marchande	121,66	86,50	99,22	226,78	94,72	84,86	
Subventions	11,41	,73	7,57	,61	4,39	10,44	
valeur du producteur	133,07	87,23	106,79	227,39	99,11	95,30	
			Orge	Seigle	Maïs		
C.E.E.							
Valeur marchande-(1)	164,31	131,41	125,27	143,57	132,56		
Subventions	19,96	28,84	32,80	40,87	32,47		
Valeur du producteur	184,27	163,25	158,07	184,44	165,03		

(1) Prix Rotterdam C.A.F.

Source: Tableaux en annexe III-1, III-2, IV-3.

Tableau 4

Valeur du producteur--(1) par type de récolte, Canada, Etats-Unis et C.E.E.
(\$US/tonne)

	Canada	Etats-Unis	C.E.E.	
Blé				
1972	87,07	82,92	107,51	
1981	179,15	150,27	238,75	
Moyenne de dix ans	156,57	133,07	184,27	
Orge			Orge	Seigle
1972	74,50	66,04	238,75	104,44
1981	123,87	122,51	215,11	240,85
Moyenne de dix ans	109,77	106,79	158,07	184,44
Avoine				
1972	75,96	50,07	87,58	
1981	107,81	119,00	219,61	
Moyenne de dix ans	99,79	87,23	163,26	
Lin				
1972	194,44			
1981	300,30			
Moyenne de dix ans	295,70			
Graine de colza		Graine de soja		
1972	164,90	160,82		
1981	270,32	234,76		
Moyenne de dix ans	277,19	227,40		
Maïs				
1972		73,21	92,50	
1981		100,06	216,37	
Moyenne de dix ans		99,12	165,03	
Sorgho				
1972		68,25		
1981		116,00		
Moyenne de dix ans		95,31		

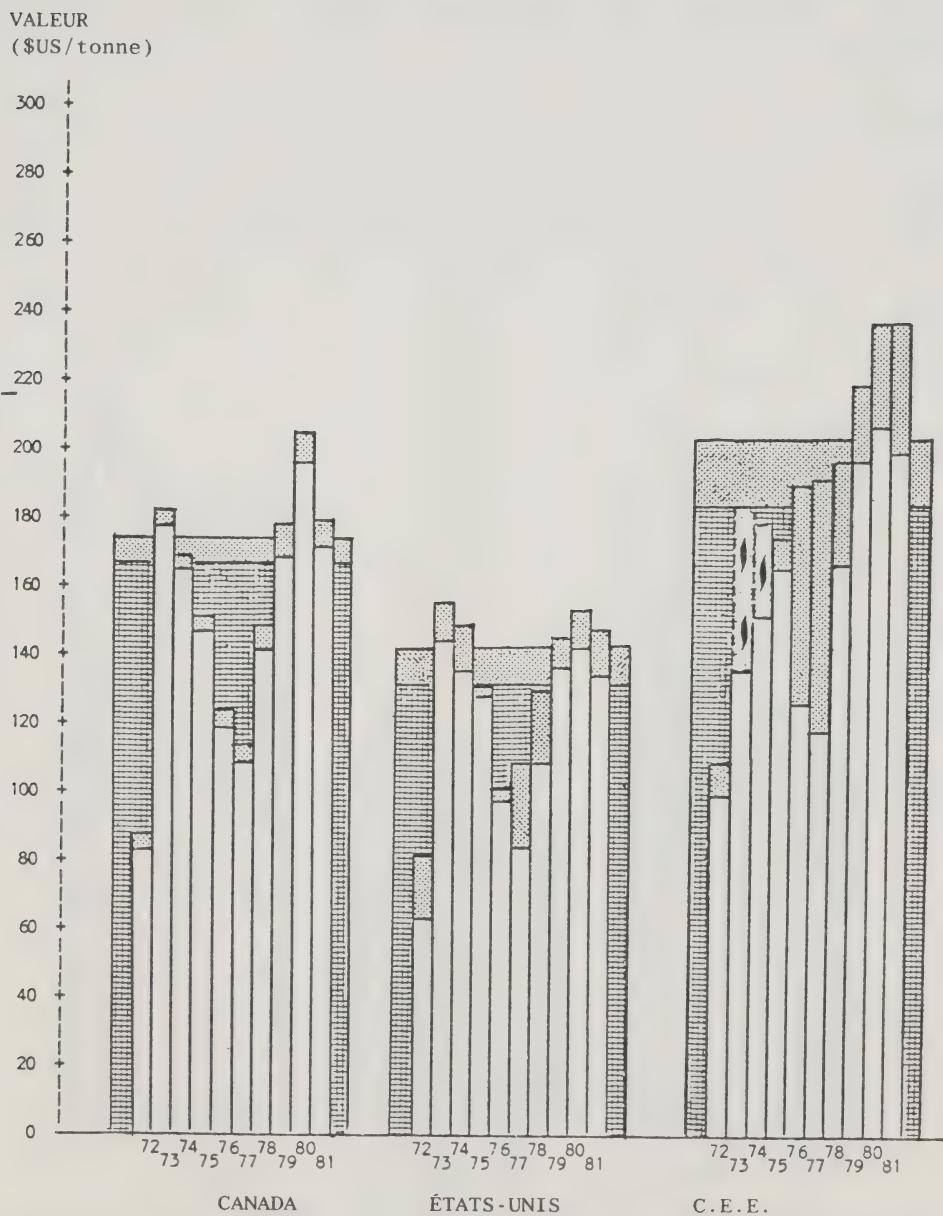
(1) La valeur du producteur est la somme de la valeur marchande et des subventions.

Source: Tableaux en annexe III-1, III-2, IV-3.

Graphique 1

BLÉ

Valeur des ventes ou valeur marchande et subventions estimées,
1972 - 1981 et moyenne de dix ans,
pour le Canada, les États-Unis et la C.E.E.



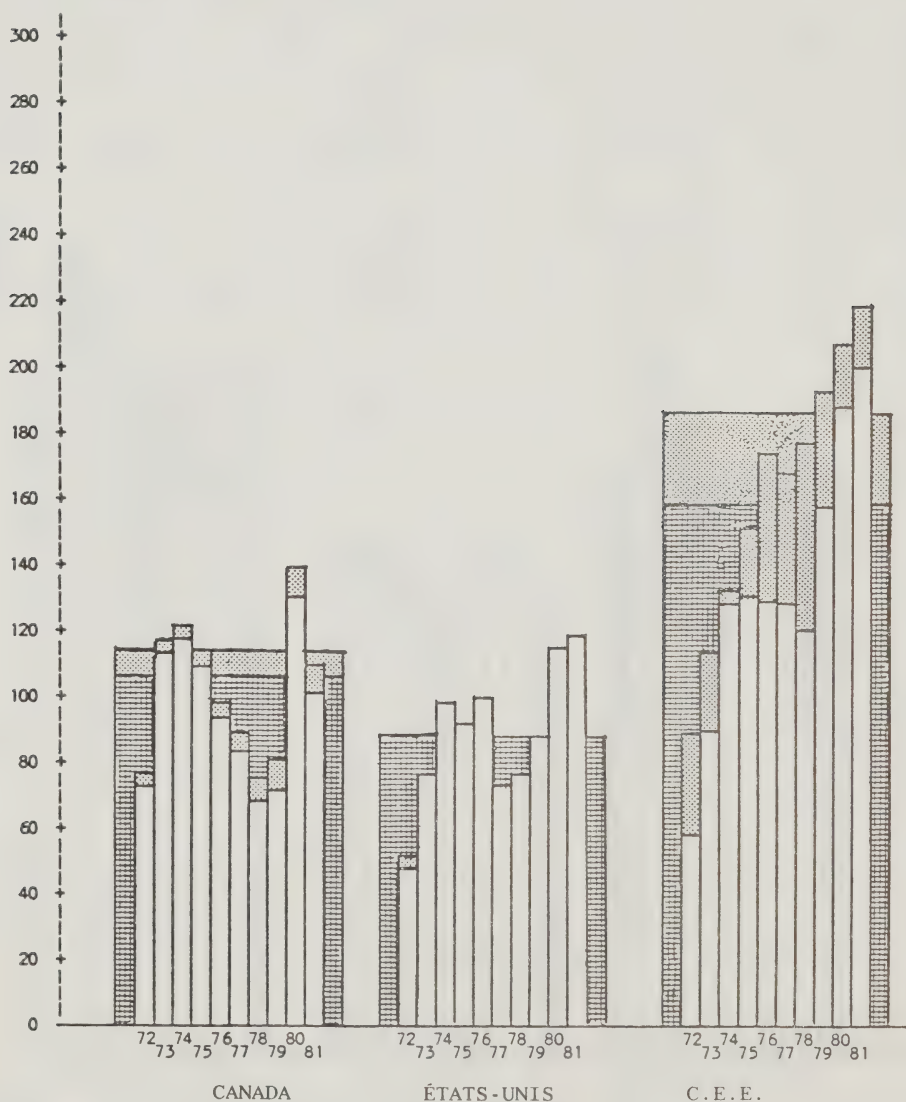
Sources: Tableaux III - 1(a), III - 2(a), IV - 3(a)

Graphique 2

AVOINE

Valeur des ventes ou valeur marchande et subventions estimées,
1972 - 1981 et moyenne de dix ans,
pour le Canada, les États-Unis et la C.E.E.

VALEUR
(\$US/tonne)



SUBVENTIONS: MOYENNES DE DIX ANS:

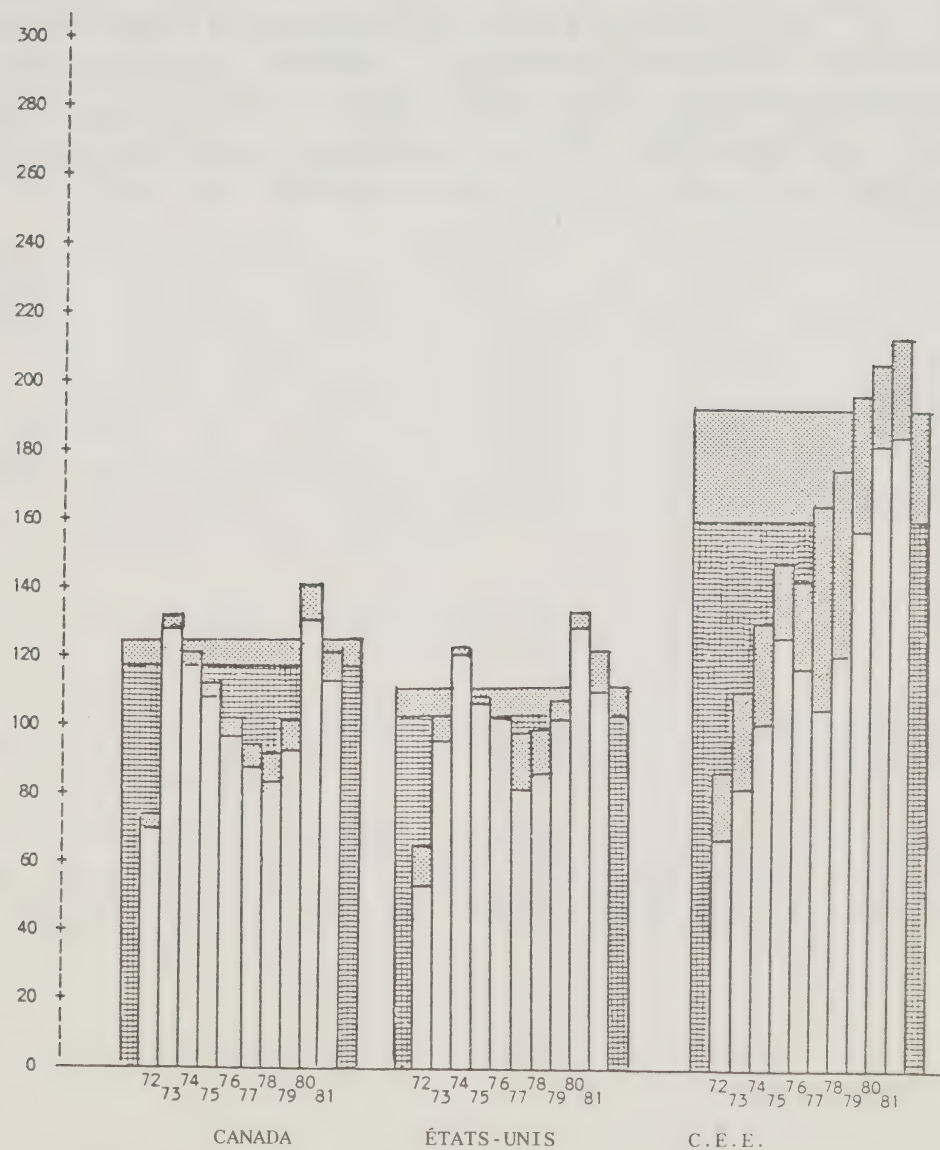
Sources: Tableaux III - 1(a), III - 2(a), IV - 3(a)

Graphique 3

ORGE

Valeur des ventes ou valeur marchande et subventions estimées,
1972 - 1981 et moyenne de dix ans,
pour le Canada, les États-Unis et la C.E.E.

VALEUR
(\$US/tonne)



SUBVENTIONS: [hatched box] MOYENNES DE DIX ANS: [dotted box]

Sources: Tableaux III - 1(a), III - 2(a), IV - 3(a)

A mesure que les prix du marché tombent, les programmes d'appui américains ont tendance à compenser (à des degrés divers) les pertes du producteur. Quand les prix du marché montent, les subventions diminuent. Les graphiques 1 à 3 illustrent (pour trois récoltes identiques) les valeurs marchandes, les subventions ainsi que les valeurs du producteur indiquées aux tableaux 3 et 4.

Des tendances «contre cycliques» seront également observées dans le Marché commun. Comme il a été mentionné précédemment, cela n'est pas étonnant, puisque, là aussi, les prix-cibles ont pour effet de minimiser la fluctuation des prix du grain sur le marché international.

L'expérience du Canada est tout à fait différente de celle des États-Unis et de la Communauté économique européenne. Autrement dit, en plus des subventions canadiennes de moitié inférieures à celles qui sont versées au titre de certaines céréales aux États-Unis (le blé par exemple), l'omniprésence des subventions versées au titre du transport ferroviaire dans l'Ouest du Canada atténue tout effet contre-cyclique que pourraient avoir certains programmes directs de dépenses.

Les subventions et leurs effets: une étude comparative

Les subventions accordées par les États-Unis au titre du blé étaient supérieures en moyenne aux subventions versées par le Canada: 11,41 \$ U.S. la tonne comparativement à 6,35 \$ U.S. Étant donné le prix moyen remarquablement bas qui a été payé pour ce produit au cours de la dernière décennie (et qui était inférieur à 23% environ du prix canadien), les subventions versées par les États-Unis ont-elles permis de diminuer cet écart et, dans l'affirmative, dans quelle mesure? Le tableau 5 traite de cette question. La valeur marchande et la valeur à la production au Canada et dans la Communauté européenne y sont représentées sur une échelle où les valeurs correspondantes américaines sont égales à 100%. D'après cette échelle comparative, lorsque l'indice de la valeur à la production (au Canada ou dans la C.E.E.) est inférieur à l'indice de la valeur marchande correspondant, les subventions américaines sont plus généreuses--et vice-versa. Le tableau 5 établit une comparaison entre les trois cultures identiques visées par les Figures 1-3.

Tel qu'il avait été prévu, la différence de 23 % dans la valeur marchande du blé entre le Canada et les États-Unis a été réduite à 17 % grâce aux subventions.--(6) Une réduction similaire--mais pas aussi prononcée--a été enregistrée dans le cas de l'orge: de 4 à 3 %. Toutefois, une augmentation de 9 à 14 % a été notée dans le cas de l'avoine, ce qui veut dire que les subventions versées par le Canada à l'égard de ce produit étaient beaucoup plus généreuses que celles des États-Unis. Enfin, le tableau 5 montre clairement que les subventions applicables aux trois types de céréales (blé, orge et avoine) dans la Communauté étaient beaucoup plus élevées (sur une période de dix ans) qu'aux États-Unis.

Les céréales et les exportations agricoles

Si l'on jette un coup d'oeil rapide sur l'importance de chaque produit dans les deux pays, on peut situer cette question dans un contexte plus large. Se reporter au tableau 6.

Le rôle important que joue le blé dans l'économie canadienne devient vite évident. Toutefois, le blé de l'Ouest canadien est moins compétitif sur le plan international à cause des fortes subventions qui sont accordées au produit américain.

Tableau 5

Blé: Moyenne de dix ans
(\$US/tonne)

	Etats-Unis	Canada	C.E.E.
Blé			
Indice de la valeur marchande (U.S. = 100)	121,66 100,00	150,22 123,47	164,31(1) 135,05
Indice de la valeur à la production (U.S. = 100)	133,07 100,00	156,57 117,65	184,27 138,47
Avoine			
Indice de la valeur marchande (U.S. = 100)	86,50 100,00	94,08 108,76	134,41 155,39
Indice de la valeur à la production (U.S. = 100)	87,23 100,00	99,79 114,40	163,25 187,15
Orge			
Indice de la valeur marchande (U.S. = 100)	99,22 100,00	103,55 104,36	125,27 126,25
Indice de la valeur à la production (U.S. = 100)	106,79 100,00	109,77 102,79	158,07 148,02

(1) Représente le C.A.F. du prix à l'importation

Source: Tableau 3

Tableaux I-1, I-2, III-1, III-2 en annexe.

Tableau 6

Proportion de la production agricole: moyennes de dix ans
(Production en 000 tonnes; valeur en U.S. \$'000)

	-----L'Ouest canadien-----				-----Etats-Unis-----			
	Production	(%)	Valeur	(%)	Production	(%)	Valeur	(%)
Blé	17932	52,5	2693	56,6	55550	18,4	6758	18,9
Avoine	3255	9,5	303	6,3	9238	3	799	2,2
Orge	10032	29,4	1039	21,8	8692	2,9	862	2,4
Seigle	462	1,4	52	1,2	518	0,3	42	0,2
Lin et colza	2453	7,2	673	14,1				
			Fèves soja		45028	14,9	10212	28,5
			Mais		163489	54,1	15487	43,2
			Sorgho		19382	6,4	1644	4,6
	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
	34134	100	4760	100	301897	100	35804	100

Sources: Tableaux I - 1 et I - 2 en annexe.

Tableau 7

Proportion des exportations agricoles par rapport aux exportations totales,
1977-1981 Canada, États-Unis, C.E.E.
(Pourcentages)

	1977	1978	1979	1980	1981	Moyenne de 5 ans
Produits agricoles/ Total des exportations						
Canada	10,9	10,6	10,7	11,4	11,8	11,1
États-Unis	18,3	19,0	17,6	18,3	18,7	18,4
C.E.E.	6,3	6,6	6,8	7,7	8,7	7,3
Total des produits céréaliers/ Total des produits agricoles						
Canada	50,7	45,4	42,6	53,7	52,8	49,6
États-Unis	38,8	40,0	39,4	42,4	46,4	42,0
C.E.E.	12,2	15,7	15,4	18,8	17,7	16,5
Blé et produits/ Total des produits agricoles						
Canada	42,6	37,4	34,0	46,3	41,4	40,7
États-Unis	12,7	15,2	15,2	16,4	18,4	16,5

Source: Tableau V en annexe.

Tous les chiffres sont basés sur la valeur actuelle des exportations (exprimés en devises locales).

On peut mieux comprendre cette situation en analysant la place importante qu'occupent les céréales dans les exportations visibles de chaque pays. Se reporter au tableau 7. Ainsi, les céréales, au Canada, représentent (au cours des cinq dernières années) environ 49 % des exportations agricoles--42 % aux États-Unis et seulement 15 % dans la C.E.E. Le blé de l'Ouest canadien représente 41 cents de chaque dollar de grain exporté, comparativement à 16 cents aux États-Unis.

Résultats d'autres études

Haley et Thompson ont découvert que des mesures «efficaces» avaient été prises pour protéger les céréaliculteurs américains au cours des années 1971, 1975 et 1978. Les auteurs ont examiné le cas du maïs, des fèves soja et du blé. Leurs résultats figurent ci-dessous.

Tableau 8

Subventions accordées aux producteurs américains
(\$U.S./tonne)

	Blé		Maïs		Fèves soja	
	Haley	Kai	Haley	Kai	Haley	Kai
1971	13,16	- -	2,61	- -	-6,63	- -
1975	-3,12	1,24	-1,91	,91	1,67	,25
1978	26,89	21,48	6,46	5,66	3,92	,44

Source: Haley et Thomson, op. cit.

Bien qu'ils aient utilisé une méthode essentiellement différente pour analyser la question, les résultats des auteurs sont remarquablement similaires aux conclusions de la présente étude. Il est à noter qu'Haley et Thompson situent la question dans le contexte plus large des subventions des «entrées-sorties» et évaluent, entre autres, les subventions indirectes qui découlent de ce que les auteurs appellent «la surévaluation du taux de change». Plus important encore, contrairement à la présente étude, les auteurs ne se sont pas basés sur un certain nombre d'années consécutives pour calculer la moyenne des subventions versées--mesure très utile étant donné la nature contre-cyclique des programmes américains de subventions qui sont accordées en fonction de la valeur ajoutée du produit.

Glenn, Carter et Tangri ont effectué une étude approfondie du sujet en établissant une comparaison entre les États-Unis et le Canada. Le tableau 8 résume cinq de leurs conclusions et compare celles-ci aux résultats de la présente étude. Il est à noter que les conclusions de Glenn et al. sont presque diamétralement opposées à celles qui figurent dans ce document. Ainsi, pour l'année 1972, la subvention proportionnelle pour le blé canadien se chiffrait, d'après les auteurs, à 20,47 %--comparativement à la subvention actuelle de 5,05 %. Pour la période de neuf ans se terminant en 1980 (et pour laquelle il existe des données et des sources comparables), les subventions relatives au blé (par tonne), sont, d'après Glenn, de 16,63\$ CAN comparativement à 6,82\$ CAN.

Tableau 9

Subventions relatives aux céréales versées par le Canada et les Etats-Unis
Deux séries de conclusions

	----Subventions proportionnelles----				--Prix moyens--	
	Glenn	Kai (Pourcentages)	Glenn	Kai	Glenn	Kai
Blé						
Canada					(\$CAN/T)	
1972	20,47	5,05	14,94	4,40	79,14	82,68
1980	9,51	4,70	20,05	11,24	222,12	227,65
Moyenne de 9 ans	9,82	3,96	16,63	6,36	152,72	154,26
Etats-Unis					(\$US/T)	
1972	27,10	22,40	28,44	18,61	84,44	64,31
1980	3,20	6,75	5,54	10,40	167,54	143,57
Moyenne de 9 ans	6,61	8,70	9,61	11,41	135,76	119,62
Orge						
Canada					(\$CAN/T)	
1972	3,69	5,90	4,06	4,40	116,78	70,02
1980	8,64	6,80	11,47	11,24	145,44	129,08
Moyenne de 9 ans	8,12	5,66	8,21	6,21		
Etats-Unis					(\$US/T)	
1972	21,50	18,50	14,43	12,23	55,58	53,81
1980	3,40	3,86	4,15	5,18	119,44	129,08
Moyenne de 9 ans	7,17	7,10	7,21	7,58		
Sorgho						
Etats-Unis					(\$US/T)	
1972	16,70	21,00	14,27	14,35	71,44	53,90
1980	5,40	7,16	6,75	8,89	118,19	115,28
Moyenne de 9 ans	7,72	10,70	7,80	10,44		

Nota: Les moyennes pour la période de 9 ans sont pondérées.

Source: Glenn et al., op. cit.

Exception faite de l'orge, les conclusions de Glenn semblent indiquer que les céréaliculteurs canadiens ont reçu des subventions beaucoup plus élevées (par tonne) que leurs homologues américains, au cours de ces neuf années. Or, les conclusions générales actuelles indiquent exactement le contraire.

Un examen approfondi des données de base utilisées par Glenn nous permet immédiatement de relever les divergences qui existent entre les deux études. Si l'on considère uniquement le cas du blé par exemple, les prix sur le marché canadien avancés par Glenn correspondent de façon générale aux prix actuels. Ce qui n'est pas le cas pour les données américaines de l'auteur. On trouvera au tableau 10 les deux séries de prix qui s'appliquent au blé.

Les prix des céréales aux États-Unis, cités par Glenn, ont été tirés de l'ouvrage Wheat Situation (Ec. & Stats. Service, USDA). Les chiffres de la présente étude ont été tirés du rapport annuel du USDA (Agricultural Statistics), qui définit les valeurs publiées comme suit:

On obtient la valeur de la production en multipliant le taux de production par le prix moyen saisonnier que reçoivent les agriculteurs pour les produits effectivement vendus.

Tableau 10

Prix du blé en vigueur dans l'Ouest du Canada et aux Etats-Unis
Deux évaluations

	-----Etats-Unis----- (\$U.S./tonne)		-----Canada----- (\$CAN/tonne)	
	Glenn et al.	Kai	Glenn et al.	Kai
1972	84,44	64,31	79,14	82,68
1973	172,99	144,79	168,21	178,58
1974	158,10	148,38	164,39	163,33
1975	140,45	130,44	146,28	150,52
1976	107,41	100,36	117,15	115,93
1977	100,43	84,33	120,30	115,84
1978	123,16	109,28	160,53	160,93
1979	157,11	138,95	196,43	196,76
1980	167,54	143,57	222,12	227,65

Source: Glenn et al., op. cit.
Tableau VI en annexe.

De plus, les données fournies par Glenn concernant les «recettes versées directement aux producteurs» aux États-Unis, que l'on définit comme «les paiements de transfert du gouvernement versés directement aux producteurs», c'est-à-dire la somme des montants transférés, le programme de prévoyance, le certificat de commercialisation, les fonds versés en cas de sinistre, les déficits, et les fonds de réserve pour le blé, se comparent aux données du CCC Annual Report qui figurent au tableau 11.

Tableau 11

BLE

Pertes enregistrées dans le cadre du Programme d'aide directe des Etats-Unis
(en milliers de \$U.S.)

Pertes: Dépenses du programme		Intérêt(1)	Total(2)	Glenn et al.
1972	727165	49595	776460	859000
1973	494032	48678	542710	478000
1974	56376	2374	58750	101478
1975	53799	8710	62510	51211
1976	140125	14430	154555	143390
1977	1194728	151872	1346600	1243000
1978	819588	205647	1025235	782000
1979	283270	137510	420780	97000
1980	514483	143282	657765	341000
1972-1980			5045365	4096079
Moyenne de 9 ans			560596	455120

(1) Réparti en fonction du pourcentage des pertes enregistrées pour le blé par rapport aux pertes totales du programme.

(2) Ces totaux doivent être utilisés dans la présente étude.

Sources: U.S.D.A., CCC, Report of Financial Condition and Operations, Table 1 (various years), and Glenn et al., op. cit., Table 6 (Part A)

Tableau 12

U.S.D.A.: Dépenses effectuées par le CCC dans le cadre du
Programme de stabilisation des prix agricoles
(U.S. \$ 000)

	1975	1976	1977	1978	1979	1980	1981
I. Aide directe							
Blé	53799	140125	1194728	819587	283270	514483	691493
Céréales fourragères	114420	234246	764548	484751	669745	572261	849003
Divers	<u>283362</u>	<u>372707</u>	<u>751757</u>	<u>632178</u>	<u>591423</u>	<u>1673540</u>	<u>1814755</u>
Total partiel	451580	747078	2711033	2635515	1544438	2760284	3355251
II. Frais nets d'intérêt							
Blé	(147)	(400)	105817	174562	109218	112692	425580
Céréales fourragères	(311)	(670)	67775	252360	258188	125408	522890
Divers	<u>(772)</u>	<u>(1071)</u>	<u>66902</u>	<u>134918</u>	<u>228472</u>	<u>367020</u>	<u>1117840</u>
Total partiel	(1231)	(2141)	240494	561840	595878	605120	2066310
III. Frais d'exploitation							
Blé	8928	14830	46096	31545	28509	30767	62173
Céréales fourragères	18870	24824	29495	45603	67393	34240	76390
Divers	<u>46607</u>	<u>39658</u>	<u>29070</u>	<u>24382</u>	<u>59639</u>	<u>100206</u>	<u>162610</u>
Total partiel	74405	79312	104662	101530	155540	165213	301870
IV. Total							
Blé	62580	154555	1346642	1025695	420997	657942	1179246
Céréales fourragères	132980	258400	861818	1482710	995326	731909	1448280
Divers	<u>329196</u>	<u>411295</u>	<u>847730</u>	<u>791482</u>	<u>879533</u>	<u>2140764</u>	<u>3095905</u>
TOTAL	524756	824250	3056189	3299887	2295856	2140764	5723430

Source: U.S.D.A., CCC. Report of Financial Condition and Operations,
Washington, D.C. (Divers numéros)

Il semble que la principale différence qui existe entre les deux études porte sur a) le traitement des transferts fédéraux américains, b) le prix en vigueur sur le marché américain et c), dans le cas du Canada, les paiements de transfert beaucoup plus élevés--attribuables au transport par chemin de fer.

En ce qui concerne les États-Unis, le présent rapport comprend des évaluations des pertes découlant des intérêts payés par la Commodity Credit Corporation. Le tableau 12 délimite les principaux secteurs où la CCC a enregistré des «pertes nettes» annuelles au cours des dernières années. On peut voir que, jusqu'en 1976, les frais d'intérêt ont, de façon générale, été recouvrés. Toutefois, la société a enregistré des pertes au cours des cinq dernières années. En 1981, les débours au titre des intérêts dépassaient deux milliards de dollars. Les débours de 425 millions de dollars environ sont attribuables au blé, qui représente 35 % de toutes les dépenses fédérales effectuées à ce chapitre en 1981.

Enfin, les coûts applicables au transport par voie maritime de chaque culture aux États-Unis et qui figurent dans la présente étude dépassent de deux à cinq millions de dollars ceux dont Glenn fait état. Ces montants sont si modestes (et il importe de souligner qu'ils n'ont trait qu'aux coûts d'exploitation et d'entretien subis par le Corps of Engineers), qu'ils ne sont d'aucune importance aux fins des deux présentes études.

En somme, les valeurs marchandes plus élevées et les coûts moindres du programme d'aide--fournis par Glenn et al.--ont pour résultat de réduire l'importance des subventions versées par les États-Unis. En ce qui concerne les données applicables au Canada, les chiffres soumis par Glenn indiquent que les «subventions de transport» accordées en 1980 pour le blé s'élevaient à 323,9 millions de dollars. Le blé représentait, cette année-là, 53,1 % de la production de céréales des Prairies. D'après Snavely, les coûts de transport par chemin de fer dépassaient de 537,8 millions de dollars les coûts de production. En conséquence, les chiffres applicables au blé devraient être de 285,6 millions de dollars--ou être inférieurs de quelque 38,3 millions de dollars à ceux fournis par Glenn. Le tableau 13 résume la méthode utilisée dans le présent rapport pour calculer la ventilation des pertes des sociétés ferroviaires dont fait état Snavely. Autrement dit, «les coûts en capital» et «les coûts fixes» n'ont pas été inclus.

Tableau 13

Pertes attribuables au transport par chemin de fer des
céréales de l'Ouest canadien, 1980
(en milliers de \$ CAN)

	Snavely	Kai
Coûts variables	547480	406873(1)
Frais généraux	<u>123183</u>	<u> </u>
Total	670663	406873
Moins les revenus des usagers	<u>132873</u>	<u>132873</u>
Pertes nettes	537790	274000

(1) N'a trait qu'aux coûts d'exploitation et d'amortissement (Snavely 1980 Report, Appendix Schedules).

Renvois

- (1) Les «frais d'usagers» imposés à l'égard du transport par voie maritime aux États-Unis visent invariablement à récupérer les coûts d'exploitation et d'entretien subis par le Corps of Engineers de l'armée américaine. Puisque ces voies navigables sont utilisées à plusieurs fins (prévention des inondations, projets hydroélectriques, tourisme et transport) et que le gouvernement fédéral a dépensé de vastes sommes d'argent à ce chapitre au cours des décennies, il n'est pas surprenant que les coûts en capital soient considérés comme des «coûts irrécupérables».
- (2) D'après une des études, l'imposition d'une taxe supplémentaire de 38 cents le gallon (mazout) pour récupérer les coûts d'exploitation du système de transport maritime américain correspondrait à une augmentation de 6,5 cents/boisseau (.25 cents/tonne-mille) du coût du transport des céréales depuis Minneapolis jusqu'à la Côte. Se reporter à J. Beaulieu et al., «Inland Waterway User Taxes: Their Impact on Corn, Wheat, and Soybean Flows and Transport Costs», in Waterway User Charges Conference (Proceedings), University of Illinois, 1982.
- (3) D'après certains calculs, une augmentation de 300% des coûts de transport des marchandises dans l'Ouest du Canada entraînerait une baisse des exportations d'environ 1,6 million de tonnes par année. Voir J. Spriggs, An Econometric Analysis of Canadian Grains and Oilseeds Washington, D.C., USDA, Janvier 1981.
- (4) Trois séries de subventions applicables au transport des céréales (coûts nets des productions) ont été prises en considération pour l'Ouest du Canada:
 - (1) Coûts variables liés aux chemins de fer; comprend les coûts de main-d'oeuvre, de combustible, d'entretien, d'amortissement, de réparation, les frais généraux et les impôts fonciers. Coûts pour 1980: 274 millions de dollars (Snavey op. cit., Tableau II-I, en annexe, et Tableau 1); plus 16 millions de dollars pour les wagons.
 - (2) Total des coûts liés au transport des céréales par chemin de fer, y compris les «coûts en capital» et les «coûts fixes». Dépenses de 1980: 670 millions de dollars (Snavey, Tableau 2).
 - (3) Au lieu de l'évaluation des pertes fournie par Snavey, les subventions du gouvernement applicables aux embranchements. 1980: 170 millions de dollars.

Les troisième et première séries de chiffres ont été utilisées. Dans tous les tableaux en annexe, le troisième poste est identifié comme étant la «version 1», le premier comme étant la «version 2». Puisqu'il n'était pas possible d'avoir un relevé des dépenses applicables au système de

transport maritime des États-Unis, et que la présente étude essaie d'établir une comparaison entre le Canada et les États-Unis--les coûts variables (poste 1) semblent se rapprocher le plus des niveaux identiques (approximatifs) des subventions de transport des États-Unis. Tous les résultats (l'Ouest du Canada) qui ont fait l'objet de discussions dans le présent rapport ont trait à ce poste.

- (5) Les subventions dans le présent contexte ont été calculées en fonction de la production de céréales--et non pas en fonction des expéditions. Cela ne change en rien les effets qu'entraîneront vraisemblablement les changements prévus dans le programme de subventions de transport et annoncés par le gouvernement canadien. Les «effets» prévus sont analysés en termes du volume de céréales transportées par chemin de fer.

Par exemple, en 1980, la production de céréales s'élevait à 34,3 millions de tonnes alors que les expéditions par chemin de fer se chiffraient à 27 millions de tonnes. D'après Snavelly, le total des pertes enregistrées par les sociétés ferroviaires au cours de cette année s'élèvent à 537 millions de dollars--15,64 \$ par tonne produite, mais 19,88 \$ par tonne expédiée. Le prix moyen des céréales en 1980 était de 208 \$/tonne. Les subventions proportionnelles (transport par chemin de fer) étaient de 7% (15,64/223,64), mais de 8,7% si l'on tient compte du volume de céréales expédiées.

Le gouvernement fédéral propose de limiter les subventions versées aux sociétés ferroviaires à 651 millions de dollars. Si (pendant une année quelconque) la production atteint 40 millions de tonnes, la subvention accordée serait de 16,27 \$/tonne. Si l'on expédie 32 millions de tonnes de céréales par chemin de fer, la subvention accordée par tonne expédiée serait de 20,34 \$. Dans son évaluation de la proposition fédérale, le céréaliculteur tient compte de la valeur marchande (moyenne) des céréales (prix local), de la proportion de sa production qui est expédiée et du montant des subventions directes (par exemple, Fonds de stabilisation des prix du transport du grain de l'Ouest) reçues.

- (6) Il est inutile de faire des comparaisons avec la C.E.E. à ce stade-ci. Le point de repère (prix à l'importation C.A.F.) est très différent de celui qui est utilisé pour les céréales produites par le Canada et les États-Unis (valeur marchande).

Sources

a) Canada

(i) Production et valeurs

Les données de production sont tirées de la publication Bilan des principales céréales au Canada, de 1974/1975 à 1981/1982, Ottawa, Mai 1982, de Statistique Canada. Les recettes du marché représentent le «produit des ventes» divisé par le nombre de tonnes vendues et multiplié par la production totale. Le «produit des ventes» est tiré du Rapport annuel (diverses années) de la Commission canadienne du blé. Les prix relatifs au seigle, au lin et au colza proviennent du Canada Grains council, Statistical Handbook, '82.

(ii) Dépenses effectuées dans le cadre du Programme d'aide directe

Toutes les données sont tirées des Comptes publics du Canada (diverses années).

(iii) Subventions indirectes

Les subventions applicables au transport des céréales par chemin de fer correspondent aux coûts «d'exploitation et d'entretien» (des sociétés ferroviaires) moins les recettes provenant du tarif réglementaire. Les données relatives aux coûts de transport par chemin de fer sont tirées de l'ouvrage de Snavely, King & Assoc., Revenues and Costs Incurred by the Railways in the Transportation of Grain under the Statutory Rates (Rapports de 1974, 1977 et 1980). Les données applicables à toutes les autres années ont été calculées en fonction du volume de tonnes de céréales expédiées.

Les coûts d'acquisition des wagons-trémies (fixés à 8 % par année) sont tirés des Comptes publics du Canada.

b) ETATS-UNIS

(i) Production et valeurs

Les données relatives à la production et aux valeurs sont tirées du USDA Agricultural Statistics (divers rapports annuels).

(ii) Dépenses effectuées dans le cadre du Programme d'aide directe

Toutes les données sont tirées des rapports annuels de la CCC, Report of Financial Condition and Operations, USDA, Washington.

(iii) Subventions indirectes

Les subventions indirectes qui découlent des expéditions de céréales acheminées par voie maritime aux États-Unis sont calculées en fonction du pourcentage de céréales expédiées par rapport au trafic total (en tonnes-milles). Les données relatives aux coûts de transport et aux coûts d'exploitation et d'entretien proviennent du U.S. Dept. of the Army, Corps of Engineers, Waterborne Commerce of the United States (divers rapports annuels), Washington D.C.

c) C.E.E.

(i) Production et valeurs

Les données ayant trait à la production et aux valeurs proviennent de la Commission des communautés européennes, Agricultural Report (divers rapports annuels). Les prix à l'importation (C.A.F. Rotterdam/Antwerp) proviennent de la Commission des communautés européennes, Agricultural Markets (mensuel). Le Service de renseignement agricole de la Commission publie la revue Green Europe, qui décrit de façon détaillée les méthodes utilisées par la C.E.E. pour fixer le prix des produits agricoles.

Bibliographie

1. Commission canadienne du blé, Rapport annuel (divers numéros) Winnipeg (Manitoba).
2. Commission canadienne du blé, Grain Matters, novembre 1981.
3. Conseil des grains du Canada, l'actualité céréalière Winnipeg (Manitoba.)
4. Statistique Canada, Bilan des principales céréales du Canada, de 1974/1975 à 1981/1982, Ottawa.
5. Canada, Chambre des communes, Comptes publics du Canada (Rapport annuel, divers numéros) Ottawa, Canada.
6. Snively, King & Assoc., Costs and Revenues Incurred by the Railways in the Transportation of Grain Under the Statutory Rates (Rapports de 1974, 1977 et 1980) Washington, D.C.
7. Commission canadienne des transports, Répercussions des propositions de nationalisation des chemins de fer sur le revenu net des céréaliculteurs de la Saskatchewan, Direction de la recherche, no 10-81-02, Ottawa.
8. J.C. Gilson, Le transport des grains dans l'Ouest, Rapport sur les consultations et les recommandations, Winnipeg, juin 1982.
9. M.E. Glenn, C. Carter et O. Tangri, 'Government Support in the Grain Sector', A Canadian--U.S. Comparison, University of Manitoba, Dept. of Agricultural Economics, janvier 1983.
10. J. Spriggs, An Econometric Analysis of Canadian Grains and Oilseeds, Washington, D.C., USDA.
11. USDA, Agricultural Statistics (divers numéros) Washington, D.C.
12. M. Haley et R. Thompson, 'Effective Protection to U.S. Grain Producers in the 1970s', Rapport présenté lors de la réunion annuelle de la American Agricultural Economics Association, Dept. of Agricultural Economics, Purdue University, West Lafayette, Ind. juillet 1983.
13. U.S. Dept. of the Army, Corps of Engineers, Waterborne Commerce of the United States (Rapport annuel, divers numéros) Washington, D.C.
14. USDA, Commodity Credit Corporation, Report of Financial Condition and Operations, (Rapport annuel, divers numéros) Washington, D.C.
15. U.S. Department of Transportation, Inland Waterway User Taxes and Charges, Washington, février 1982.

16. R. Hauser et P. Garcia, "Criteria for Evaluating Various Types of Inland Waterway User Charges", Waterway User Charges Conference (conference proceedings) University of Illinois, juin 1982.
17. Commission des communautés européennes, Marché agricole (diverses publications mensuelles) Bruxelles, Direction générale de la C.E.E. Politique agricole.
18. Commission des communautés européennes, "The Common Agricultural Policy and EEC's Trade Relations in the Agricultural Sector", Bruxelles, 14 juillet 1982.
19. L'Europe verte, European Community Commission Agricultural Prices (rapports annuels) Direction générale de la C.E.E.-Information, Bruxelles (diverses publications), Bruxelles.
20. EUROSTAT.

Rapport final

Annexe

Tableaux de la série I:

Production et valeur des céréales

Tableaux de la série II:

Paielements de transfert et subventions

Tableaux de la série III:

Subventions estimatives à la production de céréales

Tableaux de la série IV:

Subventions estimatives à la production de céréales,
calculées en fonction de la valeur mondiale

Tableaux de la série V:

Prix des céréales

1 = Canada

2 = E.-U.

3 = C.E.E.-9

TABLEAU I-1

CANADA

Production et valeur des céréales, 1972-1981
(Production en milliers de tonnes; valeur en milliers de dollars canadiens)

	Blé		Avoine		Orge		Seigle		Lin		Colza	
	Valeur de la production		Valeur de la production		Valeur de la production		Valeur de la production		Valeur de la production		Valeur de la production	
1972	14,032	1,160,166	3,716	265,954	10,812	757,056	304	21,888	447	84,952	1,317	211,379
1973	15,703	2,804,242	4,270	482,937	9,797	1,249,999	328	43,952	493	199,133	1,224	342,426
1974	12,707	2,075,434	3,108	354,498	8,391	959,595	451	54,571	351	131,860	1,163	370,939
1975	16,370	2,464,012	3,596	398,689	9,051	985,835	486	54,432	445	121,997	1,839	417,085
1976	22,812	2,644,595	4,053	367,810	10,087	963,813	387	35,991	277	77,676	837	236,143
1977	18,900	2,189,376	3,580	315,684	11,380	1,061,868	368	31,648	650	146,835	1,973	583,890
1978	20,624	3,319,020	2,787	216,856	9,848	946,885	565	49,720	572	173,745	3,497	1,065,781
1979	16,329	3,212,894	2,117	179,014	7,900	871,923	467	57,908	815	268,143	3,411	1,054,135
1980	18,241	4,152,564	2,219	335,402	10,540	1,619,260	377	61,828	465	175,579	2,483	817,776
1981	23,611	4,883,463	2,808	338,589	12,511	1,730,271	885	145,140	478	168,892	1,795	569,159
Moyenne décennale	17,933	2,890,577	3,225	325,543	10,032	1,114,651	462	55,708	499	154,881	1,954	566,871
Écart type	3,418	1,012,524	700	83,634	1,309	305,458	160	32,138	144	53,192	874	299,423

Sources: Commission canadienne du blé, *Rapport annuel*, 1981-1982.
Canada Grains Council, *Statistical Handbook*, 1982.

TABLEAU I-2
 É.-U.
 Production et valeurs des céréales, 1972-1981
 (Production en milliers de tonnes; valeur en milliers de dollars U.S.)

	Valeur de la production	Valeur de la production	Valeur de la production	Valeur de la production	Valeur de la production	Valeur de la production	Valeur de la production	Valeur de la production	Valeur de la production	Valeur de la production	Valeur de la production	Valeur de la production	Valeur de la production	Valeur de la production
1972	42,046	2,704,104	10,672	508,000	9,220	507,000	741	29,000	141,600	8,732,000	34,580	5,550,782	20,555	1,108,000
1973	46,406	6,719,246	10,284	784,000	9,177	889,000	667	49,000	142,703	14,401,000	42,117	8,786,449	23,623	1,995,000
1974	48,805	7,241,671	9,570	927,000	6,707	822,000	490	47,000	118,170	13,716,000	33,102	8,245,377	15,954	1,751,000
1975	57,763	7,534,851	9,900	928,000	8,151	894,000	405	37,000	148,093	14,790,000	42,112	7,618,061	19,128	1,751,000
1976	58,305	5,851,443	8,425	845,000	8,109	830,000	380	37,000	159,206	13,471,000	35,041	8,769,010	18,284	1,450,000
1977	55,132	4,677,339	11,534	853,000	9,053	747,000	432	35,000	161,520	12,886,000	46,710	9,944,559	20,083	1,357,000
1978	48,321	5,280,634	8,970	688,000	9,900	871,000	611	48,000	184,652	16,280,000	50,860	12,449,511	18,575	1,464,000
1979	58,079	8,070,378	8,120	713,000	8,334	871,000	568	47,000	201,697	19,904,000	61,723	14,249,989	20,546	1,880,000
1980	64,620	9,277,608	7,067	813,000	7,856	1,025,000	418	43,000	168,890	20,687,000	48,772	13,559,591	14,712	1,696,000
1981	76,025	10,225,881	7,836	932,000	10,413	1,168,000	473	54,000	208,357	20,005,000	55,260	12,942,997	22,360	2,032,000
Moyenne décennale	55,550	6,758,316	9,238	799,100	8,692	862,400	519	42,600	163,489	15,487,200	45,028	10,211,633	19,382	1,644,800
Écart type	56,341	7,081,327	9,333	809,084	8,752	877,572	531	43,234	165,668	15,897,754	45,910	10,579,508	19,550	1,668,592

Source: USDA, *Agricultural Statistics*.

TABLEAU I-3a)

Production et Valeur du blé, 1972-1981
(Production en milliers de tonnes; valeur en milliers de dollars U.S.)

	Allemagne		France		Italie		Pays-Bas		Belgique/Luxembourg	
	Valeur de la production		Valeur de la production		Valeur de la production		Valeur de la production		Valeur de la production	
1972	7,035	813,246	18,350	1,839,755	11,460	1,421,736	760	85,880	980	108,878
1973	7,134	1,026,369	18,294	2,195,419	11,564	1,802,760	725	98,238	1,050	138,600
1974	7,761	1,190,537	19,689	2,511,623	12,578	2,298,321	746	105,634	1,078	148,764
1975	7,014	1,296,959	15,827	2,598,343	13,070	2,635,339	528	89,559	724	126,150
1976	6,702	1,405,946	16,701	2,880,423	12,153	2,558,203	710	134,865	940	179,145
1977	7,235	1,659,709	17,612	3,041,708	8,218	1,807,767	661	135,571	795	160,113
1978	8,117	1,861,228	21,276	3,781,624	12,662	2,981,850	792	163,231	1,022	215,438
1979	8,061	2,011,220	19,544	3,809,681	8,982	2,413,261	835	185,203	1,015	230,710
1980	8,154	2,103,732	23,682	4,944,023	9,156	2,722,975	882	201,096	906	211,642
1981	8,313	2,174,681	22,856	4,940,257	8,826	2,428,368	882	213,268	926	223,073
Moyenne décennale	7,553	1,554,363	19,383	3,254,286	10,867	2,307,058	752	141,254	944	174,251
Écart type	558	452,688	2,439	1,028,257	1,765	459,636	102	44,847	107	41,710

	Royaume-Uni		Irlande		Danemark		C.E.E.-9	
	Valeur de la production		Valeur de la production		Valeur de la production		Valeur de la production	
1972	5,120	442,880	240	20,760	550	50,600	44,495	4,783,735
1973	5,002	591,737	229	30,778	542	66,449	44,540	5,950,348
1974	6,130	882,107	245	27,244	592	89,098	48,819	7,244,327
1975	4,488	598,609	208	32,540	519	80,653	42,378	7,458,151
1976	4,773	702,299	198	31,108	571	101,901	42,748	7,993,889
1977	5,274	867,573	248	43,276	605	115,858	40,648	7,831,574
1978	6,611	1,107,343	247	44,929	642	127,116	51,369	10,282,759
1979	7,170	1,473,435	245	46,722	590	125,552	46,442	10,295,783
1980	8,470	1,976,051	239	43,833	652	150,025	52,141	12,353,377
1981	8,707	2,086,197	250	49,600	834	202,912	51,594	12,318,356
Moyenne décennale	6,175	1,072,823	235	37,079	610	110,116	46,517	8,651,230
Écart type	1,448	554,380	17	9,243	85	42,485	4,000	2,434,731

Sources: EUROSTAT, et C.E.E., *Marchés agricoles* (rapports annuels divers).

TABLEAU I-3b)

Production et Valeur de l'avoine, 1972-1981
(Production en milliers de tonnes; valeur en milliers de dollars U.S.)

	Allemagne		France		Italie		Pays-Bas		Belgique/Luxembourg	
	Valeur de la production		Valeur de la production		Valeur de la production		Valeur de la production		Valeur de la production	
1972	4,825	479,123	2,930	221,215	426	43,282	140	13,300	340	30,124
1973	4,155	535,580	2,818	289,972	419	59,372	136	16,361	335	39,932
1974	4,658	679,136	2,623	303,481	462	74,936	165	22,325	310	40,300
1975	4,512	748,676	2,474	340,101	506	85,362	158	24,010	303	46,511
1976	3,277	631,576	1,828	298,750	406	68,914	103	18,290	174	28,988
1977	3,590	682,818	2,337	339,332	348	70,192	94	16,535	165	27,770
1978	4,050	839,970	2,692	379,841	440	95,744	140	28,210	155	28,567
1979	3,696	803,510	2,357	352,843	430	94,385	110	21,098	178	35,849
1980	3,250	729,300	2,425	426,558	450	114,345	95	20,140	162	33,647
1981	3,200	764,480	2,220	406,482	422	109,256	115	25,254	170	36,482
Moyenne décennale	3,921	689,417	2,470	335,858	431	81,579	126	20,552	229	34,817
Écart type	577	108,538	302	57,568	38	21,243	24	4,333	77	5,856

	Royaume-Uni		Irlande		Danemark		C.E.E.-9	
	Valeur de la production		Valeur de la production		Valeur de la production		Valeur de la production	
1972	1,205	83,145	148	10,538	436	34,488	10,450	915,213
1973	1,272	119,441	162	16,087	520	57,824	9,817	1,134,568
1974	1,108	135,619	157	16,893	535	69,015	10,018	1,341,706
1975	920	118,220	160	18,696	420	58,338	9,453	1,439,913
1976	853	120,785	130	16,913	296	47,922	7,067	1,232,139
1977	883	117,086	128	18,739	305	51,133	7,850	1,323,604
1978	822	113,518	124	21,564	237	41,878	8,660	1,549,291
1979	600	112,680	105	19,278	181	37,467	7,657	1,477,111
1980	660	148,896	90	16,137	175	36,628	7,307	1,525,650
1981	663	153,418	89	16,590	190	40,489	7,069	1,552,451
Moyenne décennale	899	122,281	129	17,143	330	47,518	8,535	1,349,165
Écart type	221	19,000	26	2,743	132	10,813	1,242	196,443

Sources: EUROSTAT, et C.E.E., *Marchés agricoles* (rapports annuels divers).

TABLEAU I-3c)

Production et valeur de l'orge, 1972-1981
(Production en milliers de tonnes; valeur en milliers de dollars U.S.)

	Allemagne		France		Italie		Pays-Bas		Belgique/Luxembourg	
	Valeur de la production		Valeur de la production		Valeur de la production		Valeur de la production		Valeur de la production	
1972	6,580	684,978	9,895	903,414	520	56,680	390	40,833	690	69,483
1973	6,622	848,940	10,948	1,126,549	458	64,303	383	46,956	776	92,344
1974	7,048	1,005,750	10,036	1,191,273	560	96,320	315	42,525	752	96,933
1975	6,971	1,183,327	9,336	1,376,873	643	114,409	336	55,521	476	78,607
1976	6,487	1,244,531	8,530	1,378,875	725	129,659	263	50,123	645	119,015
1977	7,582	1,406,613	10,261	1,500,158	667	125,129	286	49,306	732	125,465
1978	8,607	1,742,918	11,320	1,712,716	819	168,305	355	70,042	840	157,500
1979	8,184	1,843,037	11,196	1,959,300	813	185,201	287	61,734	841	178,965
1980	8,826	2,022,037	11,715	2,150,874	946	227,608	257	55,666	866	180,474
1981	8,686	2,033,393	10,231	1,965,375	982	245,304	248	55,502	823	176,204
Moyenne décennale	7,559	1,401,552	10,347	1,526,541	713	141,292	312	52,821	744	127,499
Écart type	892	462,978	924	388,574	168	60,955	49	8,380	112	40,902

	Royaume-Uni		Irlande		Danemark		C.E.E.-9	
	Valeur de la production		Valeur de la production		Valeur de la production		Valeur de la production	
1972	9,280	568,880	725	49,300	5,620	444,542	33,700	2,908,110
1973	9,007	943,033	905	97,197	5,448	605,818	34,547	3,825,140
1974	9,133	1,255,788	1,038	114,180	5,983	771,807	34,865	4,574,575
1975	8,443	1,120,724	886	113,851	5,180	756,539	32,271	4,799,851
1976	7,648	1,156,225	922	125,300	4,800	84,288	30,020	4,288,015
1977	10,531	1,724,767	1,446	215,888	6,142	1,069,936	37,647	6,217,263
1978	9,837	1,702,981	1,480	238,872	6,300	1,113,210	39,558	6,906,543
1979	9,631	1,873,230	1,440	254,448	6,661	1,378,827	39,053	7,734,741
1980	10,320	2,250,792	1,247	214,733	6,044	1,265,009	40,221	8,367,193
1981	10,227	2,290,848	1,400	257,460	6,043	1,287,763	38,640	8,311,849
Moyenne décennale	9,406	1,497,727	1,149	168,123	5,822	877,774	36,052	5,793,328
Écart type	853	525,306	270	71,924	529	397,322	3,283	1,873,295

Sources: EUROSTAT, et C.E.E., *Marchés agricoles* (rapports annuels divers).

TABLEAU 1-3d)

Production et valeur du seigle, 1972-1981
(Production en milliers de tonnes; valeur en milliers de dollars U.S.)

	Allemagne		France		Italie		Pays-Bas		Belgique/Luxembourg	
	Valeur de la production		Valeur de la production		Valeur de la production		Valeur de la production		Valeur de la production	
1972	2,686	291,700	360	31,212	40	4,488	100	9,850	70	6,965
1973	2,693	358,169	346	37,576	38	4,845	105	13,073	67	8,013
1974	2,665	396,286	335	39,798	37	5,680	78	10,647	54	6,858
1975	2,228	400,817	308	44,106	36	6,420	63	10,464	33	5,069
1976	2,190	427,488	297	44,966	36	6,602	65	11,141	54	8,942
1977	2,540	518,414	390	59,280	31	5,800	73	13,366	68	11,778
1978	2,457	541,523	434	69,158	35	7,735	67	13,032	64	11,757
1979	2,114	508,206	355	63,298	37	8,662	49	10,511	50	10,220
1980	2,098	522,612	407	76,272	35	8,841	38	8,501	51	11,052
1981	1,730	435,268	341	66,359	31	8,048	28	6,807	34	7,602
Moyenne décennale	2,340	440,048	357	53,202	36	6,712	67	10,739	55	8,826
Écart type	303	77,619	40	14,686	3	1,469	23	1,979	13	2,187

	Royaume-Uni		Irlande		Danemark		C.E.E.-9	
	Valeur de la production		Valeur de la production		Valeur de la production		Valeur de la production	
1972	30	1,965	0	0	550	54,450	3,836	400,630
1973	16	1,624	0	0	140	16,016	3,405	439,315
1974	14	1,792	0	0	168	21,958	3,351	483,018
1975	19	2,662	0	0	167	23,731	2,854	493,269
1976	20	3,045	0	0	212	34,170	2,874	536,355
1977	35	5,401	0	0	324	58,385	3,461	672,423
1978	29	2,487	0	0	314	58,530	3,400	706,581
1979	24	4,711	0	0	256	51,098	2,885	656,703
1980	24	5,657	0	0	199	42,467	2,852	675,400
1981	24	5,803	0	0	212	48,166	2,400	578,053
Moyenne décennale	24	3,751	0	0	254	40,897	3,132	564,175
Écart type	6	1,610	0	0	114	15,091	402	103,850

Source: EUROSTAT, et C.E.E., *Marchés agricoles* (rapports annuels divers).

TABLEAU I-3e)

Production et valeur du maïs, 1972-1982
(Production en milliers de tonnes; valeur en milliers de dollars U.S.)

	Allemagne		France		Italie		C.E.E.-9	
	Valeur de la production		Valeur de la production		Valeur de la production		Valeur de la production	
1972	508	46,990	7,890	729,825	5,160	531,996	13,558	1,308,811
1973	573	60,280	10,690	1,124,588	5,088	658,387	16,351	1,843,255
1974	521	69,606	8,692	1,161,251	5,043	767,040	14,256	1,997,897
1975	531	75,668	8,194	1,141,916	5,326	914,474	14,051	2,132,058
1976	480	75,768	5,617	766,721	5,196	927,486	11,293	1,769,975
1977	580	94,656	8,505	1,329,502	6,396	1,187,737	15,481	2,611,895
1978	620	104,346	9,580	1,612,314	6,040	1,250,280	16,240	2,966,940
1979	741	135,381	10,413	1,902,455	6,197	1,429,648	17,351	3,467,484
1980	672	131,443	9,264	1,812,038	6,376	1,629,706	16,312	3,573,187
1981	832	167,482	8,956	1,802,843	7,196	1,880,315	16,984	3,850,639
Moyenne décennale	606	96,162	8,780	1,338,345	5,802	1,117,707	15,188	2,552,214
Écart type	107	36,311	1,358	405,733	702	414,486	1,781	829,816

Sources: EUROSTAT, et C.E.E., *Marchés agricoles* (rapports annuels divers).

Tableau II-1

Transferts du gouvernement fédéral aux céréaliculteurs de l'Ouest du Canada
1972-1981
(en milliers de dollars canadiens)

Stabilisation concernant le grain de l'Ouest	Transferts directs			Transferts indirects			Totaux généraux (version 1)	(version 2)	(version 2)
	Crédit aux exportations	Autres frais	Total partiel	Wagons- trémis	(version 1)	Subventions embranchement pour les trémis (version 2)	Totaux partiels (version 1)		
1972	0	2,101	24,020	0	27,000	110,640	27,000	110,640	134,660
1973	0	5,946	6,529	0	25,000	124,000	25,000	124,000	130,529
1974	0	11,332	13,182	0	41,800	99,315	41,800	99,315	112,497
1975	0	9,667	12,882	16,892	82,500	104,305	99,392	121,197	134,079
1976	43,100	7,743	53,586	16,892	83,200	135,530	100,092	152,422	206,008
1977	38,265	6,771	48,030	16,892	87,700	150,915	104,592	167,807	215,837
1978	35,083	11,332	48,615	16,892	46,200	206,250	63,092	223,142	271,757
1979	63,069	16,448	81,717	16,892	112,450	198,620	129,342	215,512	297,229
1980	78,815	16,590	95,405	16,892	76,585	273,625	93,477	290,517	385,922
1981	62,251	17,403	79,654	16,892	118,300	315,390	135,192	332,282	411,936
Moyenne décennale	32,058	10,533	46,362	11,824	70,074	171,859	81,898	183,683	230,045
Écart type	28,879	4,847	30,218	7,741	31,714	71,049	38,197	75,640	103,172

(1) Les montants indiqués correspondent aux deux tiers des dépenses budgétaires. Le Fonds est constitué par :

- a) les droits payés par les producteurs participants—2% des revenus de la vente de céréales, le maximum annuel des revenus admissibles étant fixé à 45 000 \$ par participant;
b) les contributions du gouvernement fédéral dont le montant équivaut aux droits des producteurs plus un pourcentage additionnel de 2% des ventes de céréales admissibles.

(2) Les montants sont égaux à la différence entre l'intérêt payé par les pays bénéficiaires (essentiellement le Brésil et l'Algérie) et les taux en vigueur sur le marché—payés par le gouvernement fédéral.

(3) Contributions versées par le gouvernement à la Commission du blé pour couvrir les frais fixes au titre des stocks de grains de provende.

(4) Le montant indiqué comprend la somme de 82,6 millions de dollars en vertu de la Loi sur les réserves provisoires de blé, plus la somme de 11,2 millions au titre du compte de mise en commun de l'orge.

(5) De 1975 à 1978, le gouvernement a déboursé la somme de 211,1 millions pour l'acquisition de wagons-trémis. On a arbitrairement établi à 8% de cet investissement l'équivalent annuel des subventions indirectes.

(6a) Ce montant équivaut aux subventions pour les embranchements, dont le montant figure dans les rapports annuels de la C.C.T.

(6b) Pour les années 1974, 1977 et 1980, les montants des «pertes au chapitre de l'exploitation» du rail (coût variable excluant le «coût du capital» et le «coût constant», après déduction des frais des producteurs) sont tirés des rapports Snavelly (voir ci-dessous). Les chiffres pour toutes les autres années ont été établis à partir des volumes de céréales.

Les données des rubriques (1) à (5) ont été tirées des *Comptes publics du Canada*; pour les subventions au transport par rail, voir *Snavelly, King and Associates, Reports* (1974, 1977 et 1980).

TABEAU II-2a)
Transferts du gouvernement fédéral aux céréaliculteurs américains, 1972-1981
(en milliers de dollars U.S.)

	Blé			Avoine			Orge			Seigle		
	Soutien direct des prix	Intérêts et dépenses administratives	Total partiel	Soutien direct des prix	Intérêts et dépenses administratives	Total partiel	Soutien direct des prix	Intérêts et dépenses administratives	Total partiel	Soutien direct des prix	Intérêts et dépenses administratives	Total partiel
1972	727,165	49,295	776,460	24,680	1,550	26,230	111,712	7,525	119,237	1,988	0	1,988
1973	494,030	48,680	542,710	7,603		7,603	75,770	7,180	82,950	-3,267	0	-3,267
1974	56,375	2,375	58,750	2,428		2,428	15,187	645	15,832	-4,968	0	-4,968
1975	53,800	8,710	62,510	695	1,098	1,793	5,065	805	5,870	266	0	266
1976	140,125	14,430	154,555	1,228	123	1,351	12,108	1,235	13,343	-9	0	-9
1977	1,194,730	151,870	1,346,600	3,887	483	4,370	126,598	16,008	142,606	0	0	0
1978	819,590	205,645	1,025,235	8,824	2,190	11,014	101,264	25,208	126,472	8	0	8
1979	283,270	137,510	420,780	3,774	1,804	5,578	28,000	13,525	41,525	82	0	82
1980	514,485	143,280	657,765	3,593	1,001	4,594	33,772	9,245	43,017	-180	0	-180
1981	691,493	487,845	1,179,338	77	0	77	65,502	46,180	111,682	-104	0	-104
Moyenne décennale	497,506	124,964	622,470	5,679	1,031	6,504	57,498	12,756	70,253	-618	0	-618
Écart type	352,934	138,461	438,060	6,873	477	7,255	42,497	13,328	49,583	1,887	0	1,887

	Maïs			Sorgho			Soja			Transferts totaux		
	Soutien direct des prix	Intérêts et dépenses administratives	Total partiel	Soutien direct des prix	Intérêts et dépenses administratives	Total partiel	Soutien direct des prix	Intérêts et dépenses administratives	Total partiel	Soutien direct des prix	Intérêts et dépenses administratives	Total partiel
1972	1,508,700	102,092	1,610,792	275,687	18,680	294,367	-2	0	-2	2,829,072		
1973	872,793	85,880	958,673	161,941	15,960	177,901	-34	0	-34	1,766,536		
1974	237,945	10,135	248,080	63,880	2,725	66,605	-3	0	-3	386,724		
1975	88,927	14,445	103,372	19,467	3,145	22,612	-21	0	-21	196,402		
1976	186,665	19,215	205,880	34,253	3,475	37,728	-67	0	-67	412,781		
1977	458,662	58,330	516,992	175,400	22,090	197,490	-25	0	-25	2,208,033		
1978	794,343	199,675	994,018	280,310	70,320	350,630	-6	0	-6	2,507,371		
1979	514,415	249,470	763,885	123,483	59,360	182,843	70,726	34,440	105,166	1,519,859		
1980	433,273	120,170	553,443	101,804	28,505	130,309	-2,084	0	-2,084	1,386,864		
1981	454,586	319,705	774,291	328,940	232,080	561,020	-620	0	-620	2,625,684		
Moyenne décennale	555,031	117,912	672,943	156,517	45,634	202,151	6,786	3,444	10,230	1583,933		
Écart type	394,597	100,800	429,477	102,975	65,908	155,924	21,322	10,332	31,651	931,895		

Sources: USDA, CCC, *Report of Financial Condition and Operations*, Washington, DC, 1973-1982, Tableau I. «Dépenses administratives» réparties en fonction du volume des céréales en tant que pourcentage du total.

TABLEAU II-2b)
COMMERCE PAR VOIE D'EAU* AUX ÉTATS-UNIS, 1972-1981
MOUVEMENT INTERNE
(en millions de tonnes-milles)

	Blé	Maïs	Orge et seigle	Sorgho	Soja	Avoine	Toutes les céréales	Tout le trafic
1972	4,939	19,935	511	518	8,695	120	34,718	177,538
1973	3,315	24,905	80	100	8,380	129	36,909	171,890
1974	6,040	23,015	30	18	9,787	132	39,022	183,203
1975	7,698	25,555	29	45	8,790	106	42,223	180,400
1976	8,846	31,345	46	136	10,545	183	51,101	197,073
1977	8,983	28,690	36	279	10,455	172	48,615	201,784
1978	7,726	31,670	37	141	13,780	179	53,533	209,266
1979	7,905	35,190	27	130	11,650	187	55,089	217,090
1980	9,430	39,185	52	328	15,685	213	64,893	227,343
1981	11,176	40,310	56	465	17,390	228	69,625	231,185
Moyenne décennale	7,606	29,980	90	216	11,516	165	49,573	199,677
Écart type	2,182	6,479	141	165	2,955	39	11,102	20,174

Source: *U.S. Army Corps of Engineers, Waterborne Commerce of the United States* (National Summaries, Part 5, Section 3, Tableaux 3 et 4) 1972-1981.

*Ne concerne que le «mouvement interne».

TABLEAU II-2c)
voies navigables aux États-Unis
Ventilation des dépenses E & E—trafic
en fonction des tonnes-milles, par denrée
(en millions de dollars U.S.)

	Dépenses totales E & E	Imputables:						
		Au blé	À l'avoine	Au maïs	À l'orge et au seigle	Au sorgho	Au soja	À toutes les céréales
1972	212	5.898	.1433	23.80	.6102	.6185	10.38	41.46
1973	264	5.091	.1981	38.25	.1229	.1536	12.87	56.69
1974	193	6.363	.1391	24.25	.0316	.0190	10.31	41.11
1975	221	9.430	.1299	31.31	.0355	.0551	10.77	51.73
1976	358	16.07	.3324	56.94	.0836	.2471	19.16	92.83
1977	304.5	13.56	.2596	43.29	.0543	.4210	15.78	73.36
1978	343.8	12.69	.2941	52.03	.0608	.2316	22.64	87.95
1979	343.6	12.51	.2960	55.70	.0427	.2058	18.44	87.19
1980	349.1	14.48	.3271	60.17	.0798	.5037	24.09	99.65
1981	398.8	19.28	.3933	69.54	.0966	.8021	30.00	120.1
Moyenne décennale	298.8	11.54	.2513	45.53	.1218	.3258	17.44	75.21
Écart type	67.89	4.473	.0884	15.01	.1651	.2408	6.337	25.36

Source: *U.S. Army Corps of Engineers*.

Les dépenses totales E & E se rapportent aux «eaux peu profondes et aux voies navigables intérieures» (mais excluent les dépenses relatives aux eaux profondes et aux ports).

Les sommes pour 1981 ont été rajustées de la façon suivante: en octobre 1981, une taxe de 4 cts le gallon de combustible est entrée en vigueur. Le recouvrement total des coûts aurait requis 38 cts le gallon. Par conséquent, les chiffres sont rajustés à la baisse par un facteur de 0,89. Voir R. Hauser et P. Garcia, «*Criteria for Evaluating Various Types of Inland Waterway User Charges*» dans *Waterway User Charges Conference*, juin 1982, page 129.

TABEAU III-1a)
OUEST CANADIEN
 Subventions estimatives à la production du blé, 1972-1981
 (en milliers de dollars canadiens)

	Valeur des ventes	Transferts directs	Transferts indirects (Version 1)	Transferts indirects (Version 2)	Valeur pour les producteurs (Version 1)	Valeur pour les producteurs (Version 2)	Subvention estimative en pourcentage de la valeur totale pour les producteurs (Version 1)	Subvention estimative en pourcentage de la valeur totale pour les producteurs (Version 2)	Subvention estimative par tonne (\$can.) (Version 1)	Subvention estimative par tonne (\$can.) (Version 2)
1972	1,160,166	11,005	12,370	50,689	1,183,540	1,221,859	.0197	.0505	1.63	4.17
1973	2,804,242	3,223	12,339	61,203	2,819,804	2,868,667	.0055	.0225	.99	4.01
1974	2,075,434	6,400	20,295	48,221	2,102,130	2,130,056	.0127	.0256	2.07	4.19
1975	2,464,012	6,634	51,186	62,415	2,521,832	2,533,062	.0229	.0273	3.45	4.10
1976	2,644,595	31,790	59,379	90,423	2,735,764	2,766,808	.0333	.0442	3.86	5.12
1977	2,189,376	24,633	53,643	86,064	2,267,652	2,300,074	.0345	.0481	4.00	5.58
1978	3,319,020	26,460	34,339	121,449	3,379,819	3,466,929	.0180	.0427	2.89	6.87
1979	3,212,894	42,990	68,044	113,377	3,323,928	3,369,260	.0334	.0464	6.57	9.13
1980	4,152,564	50,700	49,676	154,387	4,252,939	4,357,650	.0236	.0471	5.37	10.71
1981	4,883,463	44,685	75,842	186,407	5,003,990	5,114,556	.0241	.0452	4.98	9.35
Moyenne décennale	2,890,577	24,852	43,711	97,464	2,959,140	3,012,892	.0232	.0406	3.82	6.82
Écart type	1,012,524	16,653	21,593	43,949	1,038,812	1,066,087				

Sources: Valeur des ventes selon le tableau I-1.

Transferts directs et indirects selon le tableau II-1.

Valeur pour les producteurs calculée à partir des colonnes 1+2+3 et 1+2+4.

Subventions estimatives calculées à partir des colonnes (2+3)/5 et (2+4)/6.

Subventions par tonne calculées à partir du tableau V-1, chiffres multipliés par 7 et 8.

Les subventions moyennes sont pondérées par la production annuelle.

TABEAU III-1b)
OUEST CANADIEN
 Subventions estimatives à la production de l'avoine, 1972-1981
 (en milliers de dollars canadiens)

	Valeur des ventes	Transferts directs	Transferts indirects (Version 1)	(Version 2)	Valeur pour les producteurs (Version 1)	(Version 2)	Subvention estimative en pourcentage de la valeur totale pour les producteurs (Version 1)	(Version 2)	Subvention estimative par tonne (Scan.) (Version 1)	(Scan.) (Version 2)
1972	265,954	2,914	3,276	13,424	272,144	282,292	.0227	.0579	1.63	4.14
1973	482,937	876	3,355	16,642	487,169	500,456	.0087	.0350	.98	3.96
1974	354,498	1,565	4,964	11,794	361,028	367,858	.0181	.0363	2.06	4.14
1975	398,689	1,457	11,244	13,711	411,390	413,857	.0309	.0367	3.42	4.06
1976	367,810	5,648	10,550	16,065	384,008	389,523	.0422	.0557	3.83	5.06
1977	315,684	4,666	10,161	16,302	330,511	336,653	.0449	.0623	3.96	5.49
1978	216,856	3,576	4,640	16,412	225,072	236,844	.0365	.0844	2.84	6.57
1979	179,014	5,573	8,822	14,699	193,409	199,286	.0744	.1017	6.29	8.60
1980	335,402	6,168	6,043	18,781	347,612	360,350	.0351	.0692	5.31	10.46
1981	338,589	5,314	9,020	22,169	352,923	366,072	.0406	.0751	4.90	9.05
Moyenne décennale	325,543	3,776	7,207	16,000	336,527	345,319	.0326	.0573	3.41	6.13
Écart type	83,634	1,873	2,922	2,788	82,843	83,080				

Sources: Valeur des ventes selon le tableau I-1.

Transferts directs et indirects selon le tableau II-1.

Valeur pour les producteurs calculée à partir des colonnes 1 + 2 + 3 et 1 + 2 + 4 Subventions estimatives calculées à partir des colonnes (2 + 3)/5 et (2 + 4)/6.

Subventions par tonne calculées à partir du tableau V-1, chiffres multipliés par 7 et 8.

Les subventions moyennes sont pondérées par la production annuelle.

TABEAU III-1c)
OUEST CANADIEN
 Subventions estimatives à la production de l'orge et du seigle, 1972-1981
 (en milliers de dollars canadiens)

	Valeur des ventes	Transferts directs	Transferts indirects	Valeur pour les producteurs	Subvention estimative de la valeur totale pour les producteurs	Subvention estimative par tonne
		(Version 1)	(Version 2)	(Version 1)	(Version 1) (Version 2)	(\$can.) (Version 1) (\$can.) (Version 2)
1972	778,944	8,718	9,799	797,461	.0232	1.63
1973	1,293,951	2,078	7,956	1,303,985	.0077	.98
1974	1,014,166	4,454	14,122	1,032,742	.0180	2.06
1975	1,040,267	3,865	29,820	1,073,952	.0314	3.42
1976	999,804	14,596	27,264	1,041,663	.0402	3.84
1977	1,093,516	15,312	33,344	1,142,171	.0426	3.97
1978	996,605	13,359	17,338	1,027,302	.0299	2.86
1979	929,831	22,028	34,866	986,725	.0577	6.41
1980	1,681,088	30,343	29,730	1,741,162	.0345	5.31
1981	1,875,411	25,353	43,030	1,943,794	.0352	4.93
Moyenne décennale	1,170,358	14,011	24,727	1,209,096	.0320	3.69
Écart type	330,270	9,093	11,138	341,423		
				355,879		

Sources: Valeur des ventes selon le tableau I-1.

Transferts directs et indirects selon le tableau II-1.

Valeur pour les producteurs calculée à partir des colonnes 1+2+3 et 1+2+4.

Subventions estimatives calculées à partir des colonnes (2+3)/5 et (2+4)/6.

Subventions par tonne calculées à partir du tableau VZ1, chiffres multipliés par 7 et 8.

Les subventions moyennes sont pondérées par la production annuelle.

TABLEAU III-1d)

OUEST CANADIEN
Subventions estimatives à la production du lin, 1972-1981
(en milliers de dollars canadiens)

	Valeur des ventes	Transferts directs	Transferts indirects (Version 1)	(Version 2)	Valeur pour les producteurs (Version 1)	(Version 2)	Subvention estimative en pourcentage de la valeur totale pour les producteurs (Version 1)	(Version 2)	Subvention estimative par tonne (\$.can.) (Version 1)	(Version 2)
1972	84,952	351	394	1,615	85,697	86,918	.0087	.0226	1.65	4.30
1973	199,133	101	387	1,921	199,621	201,155	.0024	.0101	.99	4.06
1974	131,860	177	561	1,332	132,598	133,369	.0056	.0113	2.09	4.25
1975	121,997	180	1,391	1,697	123,569	123,874	.0127	.0152	3.49	4.15
1976	77,676	386	721	1,098	78,783	79,160	.0141	.0187	3.94	5.26
1977	146,835	847	1,845	2,960	149,527	150,642	.0180	.0253	4.07	5.71
1978	173,745	734	952	3,368	175,431	177,847	.0096	.0231	2.92	7.01
1979	268,143	2,146	3,396	5,659	273,685	275,948	.0202	.0283	6.66	9.31
1980	175,579	1,292	1,266	3,936	178,138	180,807	.0144	.0289	5.42	10.92
1981	168,892	905	1,535	3,774	171,332	173,570	.0142	.0270	5.03	9.52
Moyenne décennale	154,881	712	1,245	2,736	156,838	158,329	.0125	.0218	3.92	6.91
Écart type	53,192	602	859	1,384	54,217	54,793				

Sources: Valeur des ventes selon le tableau I.

Transferts directs et indirects selon le tableau II-1.

Valeur pour les producteurs calculée à partir des colonnes 1+2+3 et 1+2+4.

Subventions estimatives calculées à partir des colonnes (2+3)/5 et (2+4)/6.

Subventions par tonne calculées à partir du tableau V-1, chiffres multipliés par 7 et 8.

Les subventions moyennes sont pondérées par la production annuelle.

TABLEAU III-1e)
QUEST CANADIEN
 Subventions estimatives à la production du colza, 1972-1981
 (en milliers de dollars canadiens)

	Valeur des ventes	Transferts directs	Transferts indirects (Version 1)	(Version 2)	Valeur pour les producteurs (Version 1)	(Version 2)	Subvention estimative en pourcentage de la valeur totale pour les producteurs (Version 1)	(Version 2)	Subvention estimative par tonne (\$can.) (Version 1)	(Version 2)
1972	211,379	1,033	1,161	4,758	213,572	217,169	.0103	.0267	1.65	4.28
1973	342,426	251	962	4,771	343,639	347,448	.0035	.0145	.99	4.04
1974	370,939	586	1,858	4,413	373,382	375,938	.0065	.0133	2.09	4.24
1975	417,085	745	5,750	7,012	423,581	424,842	.0153	.0183	3.48	4.14
1976	236,143	1,166	2,179	3,318	239,488	240,627	.0140	.0186	3.94	5.26
1977	583,890	2,572	5,600	8,984	592,061	595,446	.0138	.0194	4.08	5.74
1978	1,065,781	4,486	5,823	20,593	1,076,090	1,090,860	.0096	.0230	2.92	7.01
1979	1,054,135	8,980	14,214	23,683	1,077,330	1,086,799	.0215	.0301	6.65	9.29
1980	817,776	6,901	6,762	21,015	831,439	845,693	.0164	.0330	5.41	10.87
1981	569,159	3,397	5,766	14,171	578,322	586,727	.0158	.0299	5.02	9.49
Moyenne décennale	566,871	3,012	5,007	11,272	574,890	581,155	.0139	.0246	4.10	7.31
Écart type	299,423	2,815	3,729	7,501	304,925	309,080				

Sources: Valeur des ventes selon le tableau I.

Transferts directs et indirects selon le tableau II-1.

Valeur pour les producteurs calculée à partir des colonnes 1+2+3 et 1+2+4

Subventions estimatives calculées à partir des colonnes (2+3)/5 et (2+4)/6

Subventions par tonne calculées à partir du tableau V-1, chiffres multipliés par 7 et 8.

Les subventions moyennes sont pondérées par la production annuelle.

TABLEAU III-1f)

OUEST CANADIEN

Subventions estimatives à la production de l'orge, 1972-1981

	Valeur des ventes	Transferts directs		Transferts indirects		Valeur pour les producteurs		Subvention estimative en pourcentage de la valeur totale pour les producteurs		Subvention estimative par tonne	
		(Version 1)	(Version 2)	(Version 1)	(Version 2)	(Version 1)	(Version 2)	(Version 1)	(Version 2)	(Scan.) (Version 1)	(Scan.) (Version 2)
1972	757,056	8,479	9,531	39,057	775,067	804,593	232	.0591	1.63	4.14	4.14
1973	1,249,999	2,011	7,698	38,184	1,259,708	1,290,194	.0077	.0312	.98	3.97	3.97
1974	959,595	4,226	13,402	31,843	977,223	995,664	.0180	.0362	2.06	4.14	4.14
1975	985,835	3,668	28,301	34,510	1,017,804	1,024,012	.0314	.0373	3.42	4.06	4.06
1976	963,813	14,057	26,256	39,983	1,004,126	1,017,853	.0401	.0531	3.84	5.07	5.07
1977	1,061,868	14,832	32,299	51,821	1,108,999	1,128,521	.0425	.0591	3.97	5.51	5.51
1978	946,885	12,635	16,397	57,992	975,917	1,017,512	.0297	.0694	2.86	6.67	6.67
1979	871,923	20,798	32,920	54,852	925,641	947,573	.0580	.0798	6.41	8.81	8.81
1980	1,619,260	29,296	28,703	89,208	1,677,259	1,737,763	.0346	.0682	5.31	10.48	10.48
1981	1,730,271	23,678	40,187	98,774	1,794,136	1,852,723	.0356	.0661	4.92	9.14	9.14
Moyenne décennale	1,114,651	13,368	23,570	53,622	1,151,588	1,181,641	.0321	.0567	3.68	6.67	6.67
Écart type	305,458	8,654	10,486	21,920	315,663	329,299					

Sources: Valeur des ventes selon le tableau I-1.

Transferts directs et indirects au tableau II-1.

Valeur pour les producteurs calculée à partir des colonnes 1+2+3 et 1+2+4.

Subventions estimatives calculées à partir des colonnes (2+3)/5 et (2+4)/6.

Subventions par tonne calculées à partir du tableau V-1, chiffres multipliés par 7 et 8.

Les subventions moyennes sont pondérées par la production annuelle.

TABEAU III-1g)
OUEST CANADIEN
 Subventions estimatives à la production du seigle, 1972-1981
 (en milliers de dollars canadiens)

	Valeur des ventes	Transferts directs	Transferts indirects	Valeur pour les producteurs	Subvention estimative en pourcentage de la valeur totale pour les producteurs	Subvention estimative par tonne
		(Version 1)	(Version 2)	(Version 1)	(Version 1)	(Version 1)
					(Version 2)	(Version 2)
1972	21,888	238	268	22,394	.0226	1.63
1973	43,952	67	258	44,277	.0073	.98
1974	54,571	227	720	55,518	.0171	2.07
1975	54,432	197	1,520	56,149	.0306	3.42
1976	35,991	539	1,007	37,538	.0412	3.83
1977	31,648	480	1,044	33,172	.0459	3.95
1978	49,720	725	941	51,386	.0324	2.85
1979	57,908	1,229	1,946	61,084	.0520	6.45
1980	61,828	1,048	1,027	63,903	.0325	5.32
1981	145,140	1,675	2,843	149,658	.0302	4.95
Moyenne décennale	55,708	643	1,157	57,508	.0313	3.78
Écart type	32,138	498	741	33,148	.0548	6.62

Sources: Valeur des ventes selon le tableau I-1.

Transferts directs et indirects selon le tableau II-1.

Valeur pour les producteurs calculée à partir des colonnes 1+2+3 et 1+2+4.

Subventions estimatives calculées à partir des colonnes (2+3)/5 et (2+4)/6.

Subventions par tonne calculées à partir du tableau V-1, chiffres multipliés par 7 et 8.

Les subventions moyennes sont pondérées par la production annuelle.

TABLEAU III-2a)

ÉTATS-UNIS

Subventions estimatives à la production du blé, 1972-1981
(en milliers de dollars U.S.)

	Valeur marchande	Soutien direct des prix	Dépenses E et E Voies navigables	Valeur totale pour les producteurs	Subventions estimatives en pourcentages de la valeur totale pour les producteurs	Subventions estimatives par tonne (dollars U.S.)
1972	2,704,104	776,460	5,898	3,486,462	.2244	18.61
1973	6,719,246	542,710	5,091	7,267,047	.0754	11.80
1974	7,241,671	58,750	6,363	7,306,784	.0089	1.33
1975	7,534,851	62,510	9,430	7,606,791	.0095	1.25
1976	5,851,443	154,555	16,070	6,022,068	.0283	2.93
1977	4,677,339	1,346,600	13,556	6,037,495	.2253	24.67
1978	5,280,634	1,025,235	12,693	6,318,562	.1643	21.48
1979	8,070,378	420,780	12,512	8,503,670	.0510	7.46
1980	9,277,608	657,765	14,480	9,949,853	.0676	10.40
1981	10,225,881	1,179,338	19,279	11,424,498	.1049	15.77
Moyenne décennale	6,758,316	622,470	11,537	7,392,323	.0858	11.41
Écart type	2,114322	438,060	4,473	2,102,983		

Sources: Valeur marchande selon le tableau I-2.

Soutien direct des prix et dépenses E et E selon les tableaux II-2.

Valeur pour les producteurs calculée d'après les colonnes 1 + 3.

Subventions estimatives calculées à partir des colonnes (4-1)/4.

Subventions estimatives par tonne calculées à partir des colonnes (4-1) divisées par la production selon le tableau I-1.

Les subventions moyennes sont pondérées par la production annuelle.

TABLEAU III-2b)

ÉTATS-UNIS

Subventions estimatives à la production de l'avoine, 1972-1981
(en milliers de dollars U.S.)

	Valeur marchande	Soutien direct des prix	Dépenses E et E Voies navigables	Valeur totale pour les producteurs	Subventions estimatives en pourcentage de la valeur totale pour les producteurs	Subventions estimatives par tonne (dollars U.S.)
1972	508,000	26,230	143	534,373	.0494	2.47
1973	784,000	7,603	198	791,801	.0099	.76
1974	927,000	2,428	139	929,567	.0028	.27
1975	928,000	1,793	130	929,923	.0021	.19
1976	845,000	1,351	332	846,683	.0020	.20
1977	853,000	4,370	260	857,630	.0054	.40
1978	688,000	11,014	294	699,308	.0162	1.26
1979	713,000	5,578	296	718,874	.0082	.72
1980	813,000	4,594	327	817,921	.0060	.70
1981	932,000	77	393	932,470	.0005	.06
Moyenne décennale	799,100	6,504	251	805,855	.0084	.73
Écart type	126,714	7,255	88	120,017		

Sources: Valeur marchande selon le tableau I-2.

Soutien direct des prix et dépenses E et E selon les tableaux II-2.

Valeur pour les producteurs calculée d'après les colonnes 1+2+3.

Subventions estimatives calculées à partir des colonnes (4-1)/4.

Subventions estimatives par tonne calculées à partir des colonnes (4-1) divisées par la production selon le tableau I-1.

Les subventions moyennes sont pondérées par la production annuelle.

TABLEAU III-2c)

ÉTATS-UNIS

Subventions estimatives à la production de l'orge et du seigle, 1972-1981
(en milliers de dollars U.S.)

	Valeur marchande	Soutien direct des prix	Dépenses E et E Voies navigables	Valeur totale pour les producteurs	Subventions estimatives en pourcentage de la valeur totale pour les producteurs	Subventions estimatives par tonne dollars U.S.
1972	536,000	121,225	610	657,835	.1852	12.23
1973	938,000	79,683	123	1,017,806	.0784	8.11
1974	869,000	10,864	32	879,896	.0124	1.51
1975	931,000	6,136	36	937,172	.0066	.72
1976	867,000	13,334	84	880,418	.0152	1.58
1977	782,000	142,606	54	924,660	.1543	15.04
1978	919,000	126,480	61	1,045,541	.1210	12.04
1979	918,000	41,607	43	959,650	.0434	4.68
1980	1,068,000	42,837	80	1,110,917	.0386	5.19
1981	1,222,000	111,578	97	1,333,675	.0837	10.26
Moyenne décennale	905,000	69,635	122	974,757	.0716	7.57
Écart type	168,291	50,237	165	166,347		

Sources: Valeur marchande selon le tableau I-2.

Soutien direct des prix et dépenses E et E selon les tableaux II-2.

Valeur pour les producteurs calculée d'après les colonnes 1 + 2 + 3.

Subventions estimatives calculées à partir des colonnes (4-1)/4.

Subventions estimatives par tonne calculées à partir des colonnes (4-1) divisées par la production selon le tableau I-1.

Les subventions moyennes sont pondérées par la production annuelle.

TABLEAU III-2d)

ÉTATS-UNIS

Subventions estimatives à la production du maïs, 1972-1981
(en milliers de dollars U.S.)

	Valeur marchande	Soutien direct des prix	Dépenses E et E Voies navigables	Subventions estimatives en Valeur totale pour les producteurs	pourcentage de la valeur totale pour les producteurs	Subventions estimatives par tonne dollars U.S.
1972	8,732,000	1,610,792	23,805	10,366,597	.1577	11.54
1973	14,401,000	958,673	38,251	15,397,924	.0647	6.99
1974	13,716,000	248,080	24,246	13,988,326	.0195	2.30
1975	14,790,000	103,372	31,306	14,924,678	.0090	.91
1976	13,471,000	205,880	56,941	13,733,821	.0191	1.65
1977	12,886,000	516,992	43,294	12,446,286	.0417	3.47
1978	16,280,000	994,018	52,030	17,326,048	.0604	5.66
1979	19,904,000	763,885	55,697	20,723,582	.0395	4.06
1980	20,687,000	553,443	60,171	21,300,614	.0288	3.63
1981	20,005,000	774,291	69,536	20,848,827	.0405	4.05
Moyenne décennale	15,487,200	672,943	45,528	16,205,670	.0443	4.39
Écart type	3,589,599	429,477	15,006	3,524,389		

Sources: Valeur marchande selon le tableau I-2.

Soutien direct des prix et dépenses E et E selon les tableaux II-2.

Valeur pour les producteurs calculée d'après les colonnes 1 + 2 + 3.

Subventions estimatives calculées à partir des colonnes (4-1)/4.

Subventions estimatives par tonne calculées à partir des colonnes (4-1) divisées par la production selon le tableau I-1.

Les subventions moyennes sont pondérées par la production annuelle.

TABLEAU III-2e)

ÉTATS-UNIS

Subventions estimatives à la production du soya, 1972-1981
(en milliers de dollars U.S.)

	Valeur marchande	Soutien direct des prix	Dépenses E et E Voies navigables	Valeur totale pour les producteurs	Subventions estimatives en pourcentage de la valeur total pour les producteurs	Subventions estimatives par tonne dollars U.S.
1972	5,550,782	-2	10,383	5,561,162	.0019	.30
1973	8,786,449	-34	12,871	8,799,285	.0015	.30
1974	8,245,377	-3	10,310	8,255,685	.0012	.31
1975	7,618,061	-21	10,768	7,628,808	.0014	.26
1976	8,769,010	-67	19,156	8,788,099	.0022	.54
1977	9,944,559	-25	15,777	9,960,311	.0016	.34
1978	12,449,511	-6	22,639	12,472,144	.0018	.45
1979	14,249,989	105,166	18,439	14,373,594	.0086	2.00
1980	13,559,591	-2,084	24,085	13,581,593	.0016	.45
1981	12,942,997	-620	29,998	12,972,375	.0023	.53
Moyenne décennale	10,211,633	10,230	17,443	10,239,306	.0027	.61
Écart type	2,765,602	31,651	6,337	2,785,865		

Sources: Valeur marchande selon le tableau I-2

Soutien direct des prix et dépenses E et E selon les tableaux II-2

Valeur pour les producteurs calculée d'après les colonnes 1 + 2 + 3

Subventions estimatives calculées à partir des colonnes (4-1)/4

Subventions estimatives par tonne calculées à partir des colonnes (4-1) divisées par la production selon le tableau I-1

Les subventions moyennes sont pondérées par la production annuelle.

TABLEAU III
ÉTATS-UNIS
 Subventions estimatives à la production du sorgho, 1972-1981
 (en milliers de dollars U.S.)

	Valeur marchande	Soutien direct des prix	Dépenses E et E Voies navigables	Valeur totale pour les producteurs	Subventions estimatives en pourcentage de la valeur totale pour les producteurs	Subventions estimatives par tonne dollars U.S.
1972	1,108,000	294,367	619	1,402,986	.2103	14.35
1973	1,995,000	177,901	154	2,173,055	.0819	7.54
1974	1,751,000	66,605	19	1,817,624	.0367	4.18
1975	1,715,000	22,612	55	1,737,667	.0130	1.19
1976	1,450,000	37,728	247	1,487,975	.0255	2.08
1977	1,357,000	197,490	421	1,554,911	.1273	9.85
1978	1,464,000	350,630	232	1,814,862	.1933	18.89
1979	1,880,000	182,843	206	2,063,049	.0887	8.91
1980	1,696,000	130,309	504	1,826,813	.0716	8.89
1981	2,032,000	561,020	802	2,593,822	.2166	25.13
Moyenne décennale	1,644,800	202,151	326	1,847,276	.1096	10.45
Écart type	280,772	155,924	241	337,098		

Sources: Valeur marchande selon le tableau I-2

Soutien direct des prix et dépenses E et E selon les tableaux II-2

Valeur pour les producteurs calculée d'après les colonnes 1+2+3

Subventions estimatives calculées à partir des colonnes (4-1)/4

Subventions estimatives par tonne calculées à partir des colonnes (4-1) divisées par la production selon le tableau I-1

Les subventions moyennes sont pondérées par la production annuelle.

TABLEAU IV-3a)
C.E.E.-9
Subventions estimatives à la production
Calculées à partir des prix mondiaux

	Production (tonnes)	Valeur pour les producteurs (milliers \$US)	Prix local (milliers \$US tonne)	Valeur mondiale (milliers \$US)	Prix mondial (\$US/tonne)	Subventions réelles (milliers \$US)	Subventions réelles (\$US/tonne)	Subventions réelles en pourcentage: du prix mondial (ratio)	de la valeur de la production locale (ratio)
1972	44,495	4,783,735	107.51	4,273,745	96.05	509,990	11.46	.1193	.1066
1973	44,540	5,950,348	133.60	8,198,032	184.06	-2,247,684	-50.46	-.274	-.378
1974	48,819	7,244,327	148.39	8,767,404	179.59	-1,523,077	-31.20	-.174	-.210
1975	42,378	7,458,151	175.99	7,036,867	166.05	421,284	9.94	.0599	.0565
1976	42,748	7,993,889	187.00	5,339,653	124.91	2,654,236	62.09	.4971	.3320
1977	40,648	7,831,574	192.67	4,746,873	116.78	3,084,701	75.89	.6498	.3939
1978	51,369	10,282,759	200.17	8,521,090	165.88	1,761,669	34.29	.2067	.1713
1979	46,442	10,295,783	221.69	9,243,351	199.03	1,052,431	22.66	.1139	.1022
1980	52,141	12,353,377	236.92	10,871,920	208.51	1,481,457	28.41	.1363	.1199
1981	51,594	12,183,356	238.76	10,437,466	202.30	1,880,890	36.46	.1802	.1527
Moyenne décennale	46,517	8,651,230	184.27	7,743,640	164.32	907,590	19.95	.1172	.1049
Écart type	4,000	2,434,731	41.58	2,201,146	37.02	1,614,810	36.34		

Sources: Production et valeur pour les producteurs selon le Tableau I-3a).

Prix local calculé à partir de la production et de la valeur.

Prix mondial obtenu de la C.E.E., ISSN 92-825-2326-8.

Subventions réelles par tonne calculées à partir de la différence entre le prix local et le prix mondial.

Subventions réelles en \$ calculées à partir de la production et de la subvention par tonne.

Subventions réelles en pourcentage de la valeur mondiale et de la valeur pour les producteurs calculées à partir des colonnes précédentes.

Les moyennes pour les ratios sont pondérées par la production annuelle.

TABLEAU IV-3b)

C.E.E.-9
Subventions estimatives à la production
calculées à partir des prix mondiaux

	Production (tonnes)	Valeur pour les producteurs (milliers \$US)	Prix local milliers \$US (tonne)	Valeur mondiale (milliers \$US)	Prix mondial (\$US/tonne)	Subventions réelles (milliers \$US)	Subventions réelles (\$US/tonne)	du prix mondial (ratio)	Subventions réelles en pourcentage: de la valeur de la production locale (ratio)
1972	10,450	915,213	87.58	612,370	58.60	302,843	28.98	.4945	.3309
1973	9,817	1,134,568	115.57	901,201	91.80	233,368	23.77	.2590	.2057
1974	10,018	1,134,568	115.57	901,201	91.80	233,368	23.77	.2590	.2057
1975	9,453	1,439,913	152.32	1,261,030	133.40	178,883	18.92	.1419	.1242
1976	7,067	1,232,139	174.35	924,717	130.85	307,422	43.50	.3324	.2495
1977	7,850	1,323,604	168.61	1,009,118	128.55	314,487	40.06	.3116	.2376
1978	8,660	1,549,291	178.90	1,064,314	122.90	484,977	56.00	.4557	.3130
1979	7,657	1,477,111	192.91	1,219,454	159.26	257,657	33.65	.2113	.1744
1980	7,307	1,525,650	208.79	1,358,006	185.85	167,644	22.94	.1234	.1099
1981	7,069	1,552,451	219.61	1,428,645	202.10	123,806	17.51	.0867	.0797
Moyenne décennale	8,535	1,349,165	163.26	1,108,951	134.41	240,214	28.84	.2166	.1780
Écart type	1,242	196,443	39.38	239,981	39.50	118,551	14.32		

Sources: Production et valeur pour les producteurs selon le Tableau I-3a).

Prix local calculé à partir de la production et de la valeur.

Prix mondial obtenu de la C.E.E., ISSN 92-825-2326-8.

Subventions réelles par tonne calculées à partir de la différence entre le prix local et le prix mondial.

Subventions réelles en \$ calculées à partir de la production et de la subvention par tonne.

Subventions réelles en pourcentage de la valeur mondiale et de la valeur pour les producteurs calculées à partir des colonnes précédentes.

Les moyennes pour les ratios sont pondérées par la production annuelle.

TABLEAU IV-3c)
C.E.E.-9
Subventions estimatives à la production
Calculées à partir des prix mondiaux

	Production (tonnes)	Valeur pour les producteurs (milliers \$US)	Prix local (milliers \$US/ tonne)	Valeur mondiale (milliers \$US)	Prix mondial (\$US/tonne)	Subventions réelles (milliers \$US)	Subventions réelles (\$US/tonne)	Subventions réelles en pourcentage: du prix mondial (ratio)	à la valeur de la production locale (ratio)
1972	33,700	2,908,110	86.29	2,220,830	65.90	687,280	20.39	.3095	.2363
1973	34,547	3,825,140	110.72	2,844,945	82.35	980,195	28.37	.3445	.2563
1974	34,865	4,574,575	131.21	3,599,811	103.25	974,764	27.96	.2708	.2131
1975	32,271	4,799,851	148.74	4,112,939	127.45	686,912	21.29	.1670	.1431
1976	30,020	4,288,015	142.84	3,551,366	118.30	736,649	24.54	.2074	.1718
1977	37,647	6,217,263	165.15	4,021,453	106.82	2,195,810	58.33	.5460	.3532
1978	39,558	6,906,543	174.59	4,798,385	121.30	2,108,158	53.29	.4393	.3052
1979	39,053	7,734,741	198.06	6,175,060	158.12	1,559,681	39.94	.2526	.2016
1980	40,221	8,367,193	208.03	7,372,509	183.30	994,684	24.73	.1349	.1189
1981	38,640	8,311,849	215.11	7,185,108	185.95	1,126,741	29.16	.1568	.1356
Moyenne décennale	36,052	5,793,328	158.07	4,588,241	125.27	1,205,087	32.80	.2626	.2080
Écart type	3,283	1,873,295	40.13	1,682,290	37.93	532,250	12.64		

Sources: Production et valeur pour les producteurs selon le Tableau I-3c).

Prix local calculé à partir de la production et de la valeur.

Prix mondial obtenu de la C.E.E., ISSN 92-825-2326-8.

Subventions réelles par tonne calculées à partir de la différence entre le prix local et le prix mondial.

Subventions réelles en \$ calculées à partir de la production et de la subvention par tonne.

Subventions réelles en pourcentage de la valeur mondiale et de la valeur pour les producteurs calculées à partir des colonnes précédentes.

Les moyennes pour les ratios sont pondérées par la production annuelle.

TABLEAU IV-3d)

C.E.E.-9
Subventions estimatives à la production
Calculées à partir des prix mondiaux

	Production (tonnes)	Valeur pour les producteurs (milliers \$US)	Prix local (milliers \$US tonne)	Valeur mondiale (milliers \$US)	Prix mondial (\$US/tonne)	Subventions réelles (milliers \$US)	Subventions réelles (\$US/tonne)	Subventions du prix mondial (ratio)	Subventions réelles en pourcentage: de la valeur de la valeur production locale (ratio)
1972	3,836	400,630	104.44	306,113	79.80	94,517	24.64	.3088	.2359
1973	3,405	439,315	129.02	424,467	124.66	14,848	4.36	.0350	.0338
1974	3,351	483,018	144.14	433,284	129.30	49,733	14.84	.1148	.1030
1975	2,854	493,269	172.83	335,060	117.40	158,209	55.43	.4722	.3207
1976	2,874	536,355	186.62	362,411	126.10	173,943	60.52	.4800	.3243
1977	3,461	672,423	194.29	409,090	118.20	263,333	76.09	.6437	.3916
1978	3,400	706,581	207.82	469,370	138.05	237,211	69.77	.5054	.3357
1979	2,885	656,703	227.63	528,013	183.02	128,690	44.61	.2437	.1960
1980	2,852	675,400	236.82	582,093	204.10	93,307	32.72	.1603	.1382
1981	2,400	578,053	240.86	516,360	215.15	61,693	25.71	.1195	.1067
Moyenne décennale	3,132	564,175	184.45	436,626	143.58	127,549	40.87	.2921	.2261
Écart type	402	103,850	44.35	84,093	40.79	76,756	22.93		

Sources: Production et valeur pour les producteurs selon le Tableau I-3d).

Prix local calculé à partir de la production et de la valeur

Prix mondial obtenu de la C.E.E., ISSN 92-825-2326-8.

Subventions réelles par tonne calculées à partir de la différence entre le prix local et le prix mondial.

Subventions réelles en \$ calculées à partir de la production et de la subvention par tonne.

Subventions réelles en pourcentage de la valeur mondiale et de la valeur pour les producteurs calculées à partir des colonnes précédentes.

Les moyennes pour les ratios sont pondérées par la production annuelle.

TABLEAU IV-3e)
C.E.E.-9
Subventions estimatives à la production
Calculées à partir des prix mondiaux

	Production (tonnes)	Valeur pour les producteurs milliers \$US)	Prix local milliers \$US tonne)	Valeur mondiale milliers \$US)	Prix mondial (\$US/tonne)	Subventions réelles milliers \$US)	Subventions réelles (\$US/tonne)	du prix mondial (ratio)	Subventions réelles en pourcentage: de la valeur de la production locale (ratio)
1972	13,640	1,308,811	95.95	1,107,977	81.23	200,834	14.72	.1813	.1534
1973	16,389	1,843,255	112.47	1,992,902	121.60	-149,648	-9.13	-.075	-.081
1974	14,291	1,997,897	139.80	1,858,259	130.03	139,638	9.77	.0751	.0699
1975	14,096	2,132,058	151.25	1,768,484	125.46	363,573	25.79	.2056	.1705
1976	11,324	1,769,975	156.30	1,213,933	107.20	556,042	49.10	.4580	.3142
1977	15,513	2,611,895	168.37	1,550,524	99.95	1,061,370	68.42	.6845	.4064
1978	16,295	2,966,940	182.08	2,045,023	125.50	921,918	56.58	.4508	.3107
1979	17,388	3,467,484	199.42	2,680,186	154.14	787,297	45.28	.2937	.2271
1980	16,351	3,573,187	218.53	3,047,009	186.35	526,178	32.18	.1727	.1473
1981	17,022	3,850,639	226.22	3,305,672	194.20	544,967	32.02	.1649	.1415
Moyenne décennale	15,231	2,552,214	165.04	2,056,997	132.57	495,217	32.47	.2407	.1940
Ecart type	1,779	829,816	40.65	701,611	34.24	352,324	22.18		

Sources: Production et valeur pour les producteurs selon le Tableau I-3e).

Prix local calculé à partir de la production et de la valeur

Prix mondial obtenu de la C.E.E., ISSN 92-825-2326-8.

Subventions réelles par tonne calculées à partir de la différence entre le prix local et le prix mondial.

Subventions réelles en \$ calculées à partir de la production et de la subvention par tonne.

Subventions réelles en pourcentage de la valeur mondiale et de la valeur pour les producteurs calculées à partir des colonnes précédentes.

Les moyennes pour les ratios sont pondérées par la production annuelle.

TABLEAU V-1
OUEST CANADIEN
 Prix de vente des céréales 1972-1981
 (dollars, canadiens/tonne)

	Blé	Avoine	Orge	Seigle	Lin	Colza
1972	82.68	71.57	70.02	72.00	190.05	160.50
1973	178.58	113.10	127.59	134.00	403.92	279.76
1974	163.33	114.06	114.36	121.00	375.67	318.95
1975	150.52	110.87	108.92	112.00	274.15	226.80
1976	115.93	90.75	95.55	93.00	280.42	282.13
1977	115.84	88.18	93.31	86.00	225.90	295.94
1978	160.93	77.81	96.15	88.00	303.75	304.77
1979	196.76	84.56	110.37	124.00	329.01	309.04
1980	227.65	151.15	153.63	164.00	377.59	329.35
1981	206.83	120.58	138.30	164.00	353.33	317.08
Moyenne décennale	159.91	102.26	110.82	115.80	311.38	282.43
Écart type	42.94	22.89	23.03	30.31	66.02	49.09

Sources: Commission canadienne du blé, Rapport annuel, 1981-1982.
 Canada Grains Council 1, Statistical Handbook, 1982.

TABLEAU V-2

ÉTATS-UNIS

Prix marchand des céréales, 1972-1981
(dollars U.S./tonne)

	Blé	Avoine	Orge	Seigle	Maïs	Soya	Sorgho
1972	64.31	47.60	54.99	39.14	61.67	160.52	53.90
1973	144.79	76.23	96.87	73.46	100.92	208.62	84.45
1974	148.38	96.87	122.56	95.92	116.07	249.09	109.75
1975	130.44	93.74	109.68	91.36	99.87	180.90	89.66
1976	100.36	100.30	102.36	97.37	84.61	250.25	79.30
1977	84.84	73.96	82.51	81.02	79.78	212.90	67.57
1978	109.28	76.70	87.98	78.56	88.17	244.78	78.82
1979	138.96	87.81	104.51	82.75	98.68	230.87	91.50
1980	143.57	115.04	130.47	102.87	122.49	278.02	115.28
1981	134.51	118.94	112.17	114.16	96.01	234.22	90.88
Moyenne décennale	119.94	88.72	100.41	85.66	94.83	225.02	86.11
Écart type	20.10	20.10	20.10	20.10	20.10	20.10	20.10

Source: Voir le tableau V-1.

TABLEAU V-3a)
C.E.E.-9 Prix de vente du blé, 1972-1981
(dollars U.S./tonne)

	Allemagne	France	Italie	Pays-Bas	Belg./Lux.	R.-U.	Irlande	Danemark	France	Blé dur	Italie
1972	115.60	98.80	120.10	113.00	111.10	86.50	86.50	92.00	158.30		137.10
1973	143.87	117.60	147.00	135.50	132.00	118.30	134.40	122.60	216.80		185.90
1974	153.40	122.90	158.20	141.60	138.00	143.90	111.20	135.30	290.50		265.20
1975	184.91	157.63	177.14	169.62	174.24	133.38	156.44	155.40	284.82		269.66
1976	209.78	169.87	198.04	189.95	190.58	147.14	157.11	178.46	248.68		248.18
1977	229.40	171.60	205.40	205.10	201.40	164.50	174.50	191.50	245.70		265.90
1978	229.30	176.70	217.70	206.10	210.80	167.50	181.90	198.00	249.10		282.60
1979	249.50	193.70	240.40	221.80	227.30	205.50	190.70	212.80	263.90		315.50
1980	258.00	208.10	262.40	228.00	233.60	233.30	183.40	230.10	245.10		350.00
1981	261.60	215.30	269.80	241.80	240.90	239.60	198.40	243.30	263.70		283.60
Moyenne décennale	203.54	163.22	199.62	185.25	185.99	163.96	157.46	175.95	246.66		260.36
Écart type	48.96	37.20	47.12	41.30	43.39	46.88	34.71	46.40	35.61		57.56

Sources: EUROSTAT.

C.E.E. *Marchés agricoles*, (rapports annuels divers).

APPENDICE «TRPT-272»

MÉMOIRE PRÉSENTÉ AU
COMITÉ DES TRANSPORTS
DU PARLEMENT DU CANADA PAR
THE LANDIS WHEAT POOL COMMITTEE
AU NOM DES AGRICULTEURS DE LA LOCALITÉ
Le 9 Août 1983

PUBLICATION: 9 heures

Le Landis Wheat Pool Committee (Comité du syndicat du blé de Landis) est heureux de pouvoir comparaître devant votre Comité pour lui faire part des opinions de ses membres.

Landis se trouve au centre-ouest de la Saskatchewan, à 90 milles à l'ouest de Saskatoon, ou à environ 200 milles au nord-ouest de Regina, et est située sur la principale ligne du CN entre Winnipeg et Edmonton.

Notre comité désire manifester publiquement, au nom des agriculteurs qu'il représente, son opposition au fait que votre Comité, qui représente le Parlement du Canada, a décidé de ne tenir qu'une audience en Saskatchewan plutôt qu'une série de réunions auxquelles auraient pu participer tous ceux qui seront touchés par le projet de loi C-155, si vous vous obstinez à vouloir en appliquer les principes.

Le moins qu'on puisse dire, c'est que vous avez fait preuve d'insensibilité en choisissant le lieu de l'audience. De plus, le fait de tenir des audiences sur une question agricole aussi importante en août, période où il y a toujours beaucoup de travail à la ferme, indique, de la part de la majorité des membres, un «je-m'en-foutisme» flagrant, face aux opinions des producteurs de grain et des autres citoyens des Prairies. Vous nous avez forcés à venir défendre une politique importante en matière de transport ce que nous n'apprécions guère.

Le gouvernement du Canada a décidé de ne pas tenir compte des principales recommandations de la Commission Hall qui a donné à tous les intéressés l'occasion d'exprimer leurs opinions. En dépit des conclusions de la Commission Hall, le gouvernement désire toujours modifier le tarif du Nid-de-Corbeau.

Le point de livraison qu'est Landis regroupe 220 exploitations agricoles détentrices de permis, qui livrent du grain aux éleveurs de la localité. Nous devons vous signaler qu'en raison de l'abandon ou de l'utilisation plus faible d'embranchements, Landis reçoit également des grains des détenteurs de permis qui sont situés près de ces lignes, comme ceux de la section de Brass (qui doit être fermée le 31 août 1983) et de la section de Dodsland (qui doit également fermer), pour n'en nommer que deux.

Au cours de la campagne agricole 1982-1983, qui a pris fin le 31 juillet dernier, une moyenne pondérée de 3 350 000 boisseaux, soit environ 84 000 tonnes, de grains, a été déchargée aux éleveurs de Landis. Autrement dit, cela représente 15 909 boisseaux ou environ 398 tonnes par détenteur de permis céréaliculteur.

Compte tenu des coûts du transport actuels de 23 cents le quintal, cela représente un coût de 5,07 \$ la tonne, ou $5,07 \$ \times 398 = 2\,017,86 \$$. Au total, les coûts de transport des producteurs de grains de Landis s'élèvent actuellement à 428 400 \$.

Aux termes de la formule d'attribution des coûts de Snavely, qui a été acceptée par Gilson et Pépin, ces coûts seraient multipliés par un facteur de 5,1 et s'élèveraient à 2 184 840 \$ si le volume actuel était maintenu. Cela équivaldrait à une augmentation totale des coûts de transport au point de livraison de 1 756 440 \$; l'augmentation des coûts du transport pour chaque exploitation agricole serait donc de 7 984 \$.

Certains membres de votre Comité soutiendront que la discussion ne porte pas sur les calculs d'attribution des coûts de Snavely, non plus sur les recommandations et conclusions de Gilson. Nous désirons signaler que Gilson a accepté les principes et les conclusions de Snavely à quelques exceptions près, tout comme M. Pépin.

Le projet de loi actuel repose sur ces principes que nous rejetons et que nous jugeons erronés et tendancieux; comme le reconnaît M. Snavely dans son rapport, étant donné la situation actuelle, des coûts constants ne peuvent être attribués à une catégorie donnée dans le secteur du transport.

Le projet de loi C-155 propose d'associer les tarifs de transport à un pourcentage du prix pondéré des six principaux grains à l'exportation. On a proposé un taux de 10 %; si cette proposition est acceptée, cela représentera un taux de 10 % de la valeur brute à l'exportation du revenu du producteur de grain.

Nul n'a étudié à fond l'incidence qu'aurait cette proposition, compte tenu de la formule d'attribution des coûts qui institutionnalise l'inflation dans l'établissement des tarifs de transport ferroviaire. Pour ce qui est des tarifs du transport du grain, si le gouvernement, dans son désir de faire supprimer le tarif du Nid-de-Corbeau le plus rapidement possible, était assez imprudent pour mettre en oeuvre l'une ou l'autre de ces propositions, sous leur forme actuelle ou sous une forme modifiée, il en résulterait un désastre économique pour la majorité des agriculteurs.

En résumé, nous rejetons le projet de loi C-155 pour les raisons suivantes:

1. Nous n'acceptons pas le principe des taux variables absolus, que leur variation soit établie en fonction des fins de semaine ou des saisons. Du point de vue commercial, les livraisons destinées à la vente doivent être faites lorsque les bateaux arrivent pour le chargement. Lorsque les terminaux sont branchés, même si ces taux sont offerts, ils ne le sont qu'en apparence. De toute façon, dans le cadre d'une méthode monopolistique d'établissement des taux, les taux grimperaient afin qu'il puisse être tiré parti des perspectives de revenu pendant les périodes de transport de pointe. Qui essaie-t-on de faire marcher?

On propose de transporter le grain les fins de semaine pour d'autres raisons; nous ne nous opposons pas à cette perspective, mais nous

soutenons que ce type de transport doit être partie intégrante du transport global.

2. Nous nous opposons à la création de l'Office de transport du grain que propose la mesure législative. La gestion du matériel ferroviaire roulant est fonction de la mise en marché des produits.

C'est la Commission canadienne du blé qui est le principal «expéditeur de grain» et non pas les agents, les compagnies d'élevateurs, le réseau international du commerce du grain, les sociétés ferroviaires ou les sociétés qui s'occupent du transport sur le lac. En théorie comme en pratique, il serait préjudiciable de transférer cette obligation de la Commission canadienne du blé à un organisme composé de représentants du secteur des services, qui relèverait de la Commission. Nous devons conclure que ceux qui appuient la création d'un tel office désirent corrompre la Commission. Nous reconnaissons que d'aucuns soutiendront le contraire, mais ne pouvons que répondre que certains jouent un double jeu alors que d'autres se sont laissés tromper sans le savoir par ceux qui comprennent et connaissent le processus. Permettez-nous de réitérer en des termes catégoriques que nous rejetons la proposition visant la création d'un Office.

3. Nous nous opposons à l'examen proposé des coûts puisqu'il s'agit d'une partie des tactiques de Pépin et du ministère des Transports. Après avoir forcé les agriculteurs à accepter d'abandonner leur droit historique aux tarifs réglementaires d'ici 1986, ils pourront rapidement confier le contrôle de la production, de la commercialisation et de l'établissement des tarifs ferroviaires aux sociétés ferroviaires et aux entreprises internationales, et ainsi nuire davantage à l'économie agricole des Prairies.
4. Nous rejetons le projet de loi C-155 par principe.

RECOMMANDATIONS

1. Nous recommandons la tenue d'un référendum chez les agriculteurs des Prairies afin de déterminer leurs désirs en ce qui a trait au maintien des tarifs réglementaires de transport du grain et à l'adoption du projet de loi C-155 ou de ses modifications.
2. Les principes du projet de loi C-155 devraient être définis selon trois catégories:
 - a. Tous les deniers publics versés aux sociétés ferroviaires canadiennes doivent être fournis sous la forme d'investissements faits par les contribuables.

On propose que chaque société ferroviaire reçoive environ 1,35 milliard de dollars, soit un total de 3,7 milliards de dollars, pour améliorer ses installations et ses services.

Aucune personne sensée ne donnerait 3,7 milliards de dollars à deux sociétés, le CN et CP Rail, (une des sociétés les plus riches au Canada), sans que ce montant ne soit considéré comme capital propre.

Pourriez-vous vous imaginer le président et le conseil d'administration de CP Rail ou même du CN rapporter à leurs actionnaires qu'ils viennent de donner 3,7 milliards de dollars aux sociétés X et Y ? Un actionnaire se lève et demande «Quelle est notre participation au sein de ces sociétés»? Le président répond «Aucune». Que feraient ou que diraient ces actionnaires? Pourtant, le gouvernement, notre conseil d'administration appuyé par un grand nombre d'intérêts commerciaux nous dit, à nous, actionnaires du Canada, qu'il se prépare à faire d'importants investissements sans avoir un titre de participation eu égard à l'entreprise visée.

Nous ne saurions trop insister sur le fait que nous exigeons que tous les deniers publics investis dans les sociétés ferroviaires portent sur la capacité future de ces dernières à offrir des services, et qu'ils figurent comme actifs dans les livres du gouvernement du Canada.

- b. Nous recommandons que la Convention de 1897 sur le Nid-de-Corbeau soit modifiée en abrogeant la disposition prévoyant un tarif réglementaire de 2 \$, que l'on retrouve dans la loi actuelle, pour permettre au gouvernement du Canada d'avoir accès aux ressources de charbon établies à 7,8 milliards de tonnes de charbon métallurgique de haute qualité et de faible volatilité. Les revenus bruts provenant de la vente de ce minerai serviraient à financer les travaux d'amélioration des sociétés ferroviaires, conformément à la politique du transport ferroviaire du Canada de 1891-1925.
- c. Le tarif réglementaire pour le transport du grain devrait demeurer inchangé, puisqu'il formait une des conditions à l'entrée des provinces de l'Ouest dans la Confédération canadienne.

A. QUELQUES QUESTIONS POUR LES MEMBRES DU COMITÉ ET D'AUTRES PARLEMENTAIRES

- 1. Le rapport Snively de 1981 précise que pour que les sociétés ferroviaires n'accusent aucun déficit au chapitre du transport du grain, leur tarif devrait être multiplié par 4,3 ou augmenter de 430 %.

En se servant du rapport de 1981 de Statistique Canada sur les sociétés ferroviaires, on peut déterminer que le revenu moyen brut par mille parcouru avec charge était de 61,14 \$ pour le CN et de 58,28 \$ pour CP Rail. En comparant ces revenus avec ceux qui, selon la formule Snavelly, sont nécessaires pour que le transport du grain soit une activité rentable, on découvre qu'ils ne représentent qu'environ 50 % des revenus tenus pour nécessaires; si l'on accepte le critère de Snavelly pour le calcul des coûts de transport du grain et qu'on les applique aux autres catégories de chargements, on voit que les sociétés ferroviaires auraient dû faire faillite, et nous savons tous que ce n'est pas le cas. CP Rail n'a jamais eu un déficit depuis sa mise sur pied en 1881.

«Il y a quelque chose qui ne tourne pas rond», et nous vous demandons de découvrir la solution à ce problème de l'attribution des coûts.

NOTA: Il ne faut pas oublier que selon la formule d'attribution des coûts de Snavelly, les tarifs compensatoires ont été évalués à 5,1 fois le tarif du Nid-de-Corbeau. Cela représenterait une différence encore plus grande. $143,80 \times 5,1$, par opposition à $121,86 \times 4,3$. À ce niveau, la proposition devient encore plus exorbitante.

2. Il faut déterminer quels sont les marchés du boeuf, du porc et de l'agneau et ceux qui offrent un système de compensation aux agriculteurs des Prairies. Il faut préciser:
 - a. leur emplacement, les pays destinataires, et le lieu des marchés au sein de ces pays;
 - b. les coûts et les avantages. Qui paie les coûts? Qui tire les avantages? De quels chiffres parlons-nous?
3. Qui tirera profit du transfert massif proposé par l'avoir des céréaliculteurs?
 - a. les sociétés ferroviaires?
 - b. les sociétés internationales oeuvrant dans le secteur des ressources (charbon, soufre, industrie pétrochimique)? Préciser les catégories et les montants?
 - c. s'agit-il de décisions opportunistes ou sont-elles influencées par d'anciens ministres fédéraux (l'histoire se répétera-t-elle encore une fois?
4. Quelle est la croissance prévue des revenus ferroviaires pour le gouvernement:
 - a. selon la société?

b. selon le produit transporté?

Nous avons décidé de comparaître devant le Comité pour vous faire connaître nos opinions sur les questions dont vous discutez, et sur les répercussions qu'elles auront pour les agriculteurs.

Rappelez-vous que l'entente sur les tarifs de transport pour les provinces maritimes a été annulée d'un commun accord et que l'économie de cette région s'est ensuite écroulée. Si vous acceptez de supprimer le tarif du Nid-de-Corbeau, le secteur des ressources renouvelables de l'Ouest du Canada s'écroulera et, avec lui, les secteurs de l'économie canadienne qui dépendent du secteur agricole.

Nous aimerions faire remarquer aux membres du Comité qui viennent du Québec et de l'Ontario que si l'économie du secteur des grains des Prairies est affaiblie encore plus par les mesures hâtives proposées, soit l'abolition du tarif du Nid-de-Corbeau, les régions que vous représentez éprouveront l'effondrement de leurs économies respectives, qui ne seront qu'affaiblies par la diminution forcée du pouvoir d'achat des céréaliculteurs des Prairies.

On nous a demandé de dire à votre Comité que nos membres se sentent utilisés et maltraités par le ministre des Transports, M. Pépin, et par les représentants d'organismes qui désirent faire disparaître le tarif du Nid-de-Corbeau.

Ils sont d'avis qu'on a sacrifié, ou qu'on est sur le point de le faire, leurs intérêts pour servir les intérêts commerciaux et politiques du gouvernement libéral du Canada. Les gens se sentent étrangers aux institutions vers lesquelles ils se sont traditionnellement tournés. Ils ne croient pas qu'ils soient servis de façon adéquate ou appropriée et sont en colère même s'ils sont jusqu'à ce jour demeurés passifs. Selon eux, l'abolition du tarif du Nid-de-Corbeau entraînera la disparition de l'unité canadienne. Ils appuient ce tarif et croient que ceux qui s'opposront à nos recommandations s'exposeront aux foudres de la population visée.

Respectueusement soumis,

THE LANDIS WHEAT POOL COMMITTEE

APPENDICE "TRPT- 273 "

MANITOBA HOG PRODUCERS' MARKETING BOARD

MÉMOIRE PRÉSENTÉ

au

COMITÉ PERMANENT DES TRANSPORTS

sur

LE PROJET DE LOI C-155

Loi visant à faciliter le transport, l'expédition et
la manutention du grain de l'Ouest
et modifiant certaines lois en conséquence

Winnipeg (Manitoba)

le 5 août 1983

L'élevage industriel du porc est un élément important de l'économie du Manitoba. En 1982, les 3500 porcheries de la province ont vendu 1,2 million de porcs, soit 2,2 pour cent de plus qu'en 1981. Le prix moyen en 1982 a atteint le chiffre record de 80,61 \$ le cwt, ce qui a donné des rentrées de fonds agricoles de 168 millions de dollars. Les retombées pour l'ensemble de l'économie se sont élevées à près d'un milliard de dollars. L'élevage du porc crée des emplois non seulement dans les porcheries, mais aussi dans les industries de l'emballage, de la transformation, du camionnage, de la préparation des aliments pour animaux et dans le secteur des services agro-commerciaux.

Le Manitoba Hog Producers' Marketing Board (Office de commercialisation du porc du Manitoba) est le seul agent chargé de la vente des porcs au Manitoba. Outre les ventes effectuées à l'intérieur de la province, en 1982 l'Office a exporté 83 000 porcs dans l'Ouest des États-Unis et 35 000 dans les autres provinces canadiennes. Le Manitoba est heureux de contribuer largement au développement des marchés étrangers du porc. En 1982, l'excédent des exportations de porc sur les importations, chiffré à plus de 500 millions de dollars, fut un apport considérable pour l'économie canadienne.

Dans son rapport de 1979 sur l'élevage du porc au Manitoba, M. Clay Gilson signale que tout est maintenant en place pour obtenir d'excellents résultats dans l'élevage, la transformation et la commercialisation du porc. Il exprime l'avis que le Manitoba devrait pouvoir se doter d'une industrie du porc qui lui permettra de rivaliser avec tous les producteurs et les transformateurs de porcs du continent. Le conditionnel s'impose car ces espérances sont compromises si le projet de loi C-155 est adopté.

Les éleveurs de porcs du Manitoba conviennent de la nécessité de revitaliser le réseau ferroviaire. Cependant, ils craignent que les mesures proposées dans le bill C-155 pour financer ces projets

d'immobilisations interdiront le règlement d'un autre problème urgent qui confronte l'industrie agricole des Prairies. Il s'agit évidemment de la position désavantageuse dans laquelle les éleveurs de bétail se trouvent par suite du tarif statutaire du transport du grain, le transport du grain étant effectivement subventionné de plus en plus durant la récente flambée inflationniste.

Entre 1974 et 1983, par exemple, le prix du transport de la viande par camion et par chemin de fer a augmenté de 14 pour cent par année en moyenne, alors que le prix du transport du grain n'a pas augmenté. Fait plus grave encore du point de vue des éleveurs de bétail, cette subvention de facto a augmenté artificiellement le prix des grains de provende vendus dans les prairies. En période de pénurie de grains de provende, les éleveurs de bétail des prairies ont été obligés d'acheter leur grain au prix demandé à Thunder Bay ou à Vancouver, moins seulement les frais de transport minimes, les frais d'élévateur et les autres coûts imputables au producteur de grains.

Cette situation s'est détériorée rapidement. Si les recommandations formulées dans le rapport Gilson avaient été implantées, la position désavantageuse des éleveurs de bétail aurait commencé à s'améliorer, et ce sans qu'il en coûte beaucoup aux producteurs de grains. Cependant, le projet de loi C-155 rendra ce désavantage permanent.

Une étude commandée par des représentants des éleveurs de bétail du Manitoba au printemps de 1983 confirme que ce désavantage est grave, comme l'avaient conclu d'autres études réalisées précédemment.

Si le gouvernement fédéral verse la subvention du Nid-de-Corbeau directement aux chemins de fer et qu'à leur tour les chemins de fer maintiennent le prix du transport aux éleveurs à un taux réduit correspondant au montant de la subvention reçue, les consommateurs de grains de provende des prairies devront alors payer un supplément égal pour garder ce grain dans leur région.

Selon l'étude mentionnée ci-dessus, ces mesures augmenteront le coût unitaire d'élevage du porc de 5 à 6 \$ au Manitoba. (Voir l'annexe 1.)

En contrepartie, on peut avancer l'argument que l'industrie du bétail a réussi jusqu'ici à vaincre "l'injustice" du Nid-de-Corbeau qui, au fil des années, n'a pas cessé d'augmenter. On peut aussi soutenir que les dispositions du projet de loi C-155 diminueront graduellement l'importance relative (mais non absolue) de "l'injustice" à mesure que les producteurs de grains commenceront à payer les nouvelles hausses du coût de l'expédition du grain attribuables à l'inflation et à l'accroissement du volume.

Toutefois, ces arguments ne tiennent pas compte de plusieurs points importants.

Premièrement, par le passé, durant de longues périodes "l'injustice" du Nid-de-Corbeau a existé en théorie seulement. Les producteurs de grains ne pouvaient pas exporter toute leur récolte à cause de la capacité restreinte du réseau ferroviaire. La priorité était accordée à l'exportation des graines oléagineuses et du blé de qualité CWRS. Pour liquider le surplus, beaucoup de cultivateurs ont agrandi leurs entreprises d'alimentation du bétail.

En deuxième lieu, on espère que le projet de loi C-155 permettra d'améliorer le réseau ferroviaire suffisamment pour éliminer tout contingentement de sa capacité de transport de grain. Les périodes de surabondance de grains de provende dans la région des prairies n'existeront plus alors. En corollaire, les périodes de bas prix qui ont permis aux éleveurs de bétail de survivre disparaîtront aussi. Les éleveurs de porc du Manitoba ne veulent pas asseoir leur industrie sur le prix à rabais des grains de provende.

Troisièmement, aux termes du projet de loi C-155, si l'augmentation du prix du transport du grain attribuable à l'inflation dépasse 6 pour cent par année, le gouvernement fédéral payera l'excédent. Cette mesure ajoutera à "l'injustice".

En dernière analyse, il en résultera une diminution de l'engraissement du bétail dans les prairies car les éleveurs constateront qu'ils ne peuvent pas concurrencer les producteurs des autres régions et des autres pays, ou que la production de grains est plus rentable et moins stressante.

Dans ce contexte, il y a lieu de relever que le projet de loi C-155 fixe un plafond de 31,1 millions de tonnes de grain par année à la participation financière du gouvernement fédéral. Si l'engraissement du bétail diminue sensiblement dans la région des prairies, il y a de fortes chances que le plafond de 31,1 millions de tonnes soit atteint et dépassé. Le cas échéant, les cultivateurs qui ne font que la culture de grains payeront beaucoup plus par boisseau qu'on leur a laissé entendre. Par contre, grâce à la présence d'une industrie du bétail dynamique, ce plafond sera rarement atteint. Nous croyons que cette éventualité n'a pas été expliquée suffisamment aux partisans du "financement des chemins de fer".

Pour ces raisons notamment, nous tenons à souligner de nouveau notre grande préoccupation à l'égard du mode de paiement prévu dans le projet de loi C-155. Nous sommes convaincus qu'un mode de paiement qui neutraliserait "l'injustice" du Nid-de-Corbeau serait de loin préférable. Dans son rapport publié au mois de février dernier, M. Gilson décrit une méthode partielle permettant de réaliser cet objectif. Il propose qu'une partie de la subvention du Nid-de-Corbeau soit versée aux cultivateurs, calculée en fonction de la superficie de la ferme du cultivateur sans tenir compte de la destination des grains cultivés. Lors de la parution de ce rapport, l'industrie du bétail des prairies a exprimé l'avis que cette proposition était trop modeste, qu'elle ne redressait pas suffisamment "l'injustice" du Nid-de-Corbeau. Elle était cependant préférable aux dispositions du bill C-155.

D'autres modes de paiement sont possibles, et une description de l'un d'entre eux est jointe en annexe. Il est évident que cette méthode profiterait immédiatement aux éleveurs de bétail. A long terme, nous croyons que les producteurs de grains en bénéficieraient également car elle leur assurerait un marché local stable et elle permettrait de maintenir les exportations de grains en deça du plafond de 31,1 millions de tonnes. En fin de compte, nous croyons qu'il en résultera d'importants avantages économiques pour l'ensemble du pays. Il est logique d'exporter les produits agricoles bruts qui sont cultivés le plus près des ports et de transformer ceux qui sont produits dans les régions plus éloignées. Au fil des années, le tarif statutaire du transport du grain a eu tendance à faire le contraire, et le projet de loi C-155, tel qu'il est présentement formulé, enchâssera cette mauvaise affectation des richesses du pays.

Résumé

- 1) L'élevage industriel du porc est un élément important de l'économie du Manitoba, non seulement comme source de revenu agricole mais aussi pour son apport aux industries de l'emballage, de la transformation, du camionnage et de la préparation des aliments pour animaux. C'est de plus une importante source de devises étrangères.
- 2) Les éleveurs de bétail des prairies ont déjà souffert du tarif statutaire qui a eu tendance à augmenter le prix local des grains de provende. Ce désavantage a été atténué dans une certaine mesure par des périodes de surabondance de grains dans la région, créées par l'insuffisance de la capacité du réseau ferroviaire.
- 3) Le but premier du projet de loi C-155 est de revitaliser le réseau ferroviaire au point où sa capacité de transport des grains ne sera plus lacunaire. Les éleveurs de bétail ne pourront donc plus acheter leurs grains de provende à rabais et ils devront en effet rivaliser avec la subvention du Nid-de-Corbeau pour garder le grain dont ils auront besoin dans les prairies. Au Manitoba, cette situation ajoutera entre 5 et 6 \$ au coût de l'élevage de chaque porc.
- 4) Cette contrainte artificielle à laquelle l'industrie du bétail des prairies sera assujettie pourrait être évitée sans qu'il en coûte cher aux producteurs de grains en versant la subvention du Nid-de-Corbeau de manière à laisser les cultivateurs libres d'utiliser l'argent pour subventionner le transport de leurs grains ou d'empocher l'argent et de vendre ou d'utiliser leurs grains dans leur région.

ANNEXE 1

Calcul du coût supplémentaire de production par porc au Manitoba si la subvention du Nid-de-Corbeau est versée intégralement aux chemins de fer

Consommation moyenne de grains statutaires

Verrats et truies 1200-1500 kg/année x 92% grains stat. = 45 - 55 kg

25 porcelets/année

Nourrains 25 kg x 82% grains stat. = 21 kg

En croissance 100 kg x 82% grains stat. = 82 kg

A point 180 - 200 kg x 90% grains stat. = 162-180 kg

310-338 kg

Un porc engraisé au Manitoba consommera en moyenne entre 0,31 et 0,34 tonne de grains de provende.

Subvention moyenne du Nid-de-Corbeau \$651,6 mm = \$20.95

31,1 mm de tonnes

L'indemnité de fret versée aux agriculteurs du Manitoba se situera entre 16¢/cwt et 18¢/cwt, l'indemnité moyenne étant 21¢cwt pour la région des prairies.

Soit 76% + 85% des taux moyens dans l'ensemble de la région.

Donc, si la subvention est versée intégralement aux chemins de fer, le coût supplémentaire par tonne se situera entre

(20,95 x 0,76) \$16 et (20,95 x 0,85) \$18.

Fourchette des coûts supplémentaires par porc:

0,32 tonne x \$16/tonne = \$4.96

0,34 tonne x \$18/tonne = \$6.12

Le coût supplémentaire moyen variera entre \$5 et \$6, selon l'emplacement de la ferme à l'intérieur de la province et selon le ratio de conversion des provendes.

ANNEXE 2MÉTHODE PROPOSÉE POUR LE VERSEMENT DE LA SUBVENTION DU NID-DE-CORBEAU ET DES INDEMNITÉS AUX AGRICULTEURS

1. Calcul de "l'indemnité de fret" à laquelle chaque producteur a droit en fonction du tonnage livré par le passé ou de la proportion du tonnage annuel admissible à la subvention du Nid-de-Corbeau que sa ferme peut produire.
2. Les producteurs qui livreront tout leur grain à un élévateur verront leur "indemnité de fret" ajoutée à la valeur nette du grain vendu.
3. Par contre, les producteurs qui livreront une partie de leur grain à un élévateur ou qui livreront aucune partie de leur grain à un élévateur seront libres de toucher leur "indemnité de fret" en versements trimestriels payés par chèque.
4. Le prix payé pour le grain livré en sus de la quantité admissible à "l'indemnité de fret" sera calculé à partir du plein prix du transport.
5. Si le tonnage livré par le passé est supérieur à la quantité admissible à "l'indemnité de fret" calculée à partir de la superficie de la ferme du producteur, des fonds complémentaires peuvent être affectés du fonds d'indemnisation des agriculteurs dont la création a déjà été annoncée.
6. Selon les prévisions, les "indemnités de fret" versées directement ne devraient pas dépasser 10 pour cent du montant total de la subvention du Nid-de-Corbeau. Cette diminution de la subvention peut être comblée au moyen de versements correspondants du fonds d'indemnisation des agriculteurs.

7. La mise en oeuvre de cette formule qui donne un choix aux producteurs peut se faire au moyen des renseignements déjà disponibles et en recourant au personnel des entreprises de grain, de la Commission canadienne du blé et de l'Administration de la stabilisation concernant le grain de l'Ouest, le tout coordonné par l'Office du transport du grain.

APPENDICE «TRPT-274»

MÉMOIRE SUPPLÉMENTAIRE PRÉSENTÉ PAR
LA MINING ASSOCIATION OF BRITISH COLUMBIA
AU COMITÉ DES TRANSPORTS DE LA CHAMBRE DES COMMUNES
CONCERNANT LE PROJET DE LOI C-155
LOI SUR LE TRANSPORT DU GRAIN DE L'OUEST

AOÛT 1983

MINING ASSOCIATION OF BRITISH COLUMBIA

MÉMOIRE SUPPLÉMENTAIRE PRÉSENTÉ PAR
LA MINING ASSOCIATION OF BRITISH COLUMBIA
AU COMITÉ DES TRANSPORTS DE LA CHAMBRE DES COMMUNES
CONCERNANT LE PROJET DE LOI C-155
LOI SUR LE TRANSPORT DU GRAIN DE L'OUEST

AOÛT 1983

RENSEIGNEMENTS SUR LA PART DES
FRAIS DE TRANSPORT COMPRISE DANS
LES PRIX FRANCO À BORD (FOB)
DES PRODUITS MINIERS DE LA COLOMBIE-BRITANNIQUE

INTRODUCTION

Lorsque la Mining Association of Bristish Columbia a comparu devant le Comité permanent des transports, à Vancouver, plusieurs des membres du Comité ont demandé des renseignements supplémentaires sur la part des frais de transport comprise dans les prix des produits miniers de la Colombie-Britannique au cours de la dernière décennie. Nous sommes heureux d'accéder à leur demande, en leur présentant les tableaux statistiques ci-joints, accompagnés d'explications.

FRAIS DE TRANSPORT DE LA DERNIERE DECENNIE

Comme les données globales du Tableau 1 l'indiquent clairement, les frais de transport de l'industrie minière ont presque quadruplé au cours de la dernière décennie (passant de 6,52 \$ la tonne en 1973 à 23,34 \$ en 1982), tandis que les prix fob des produits miniers n'ont même pas doublé. Résultat: les frais de transport sont passés de 6,7 % du prix fob en 1973 à 13,9 % en 1982.

Des données séparées sur le concentré de cuivre et le charbon sont présentées respectivement aux Tableaux 2 et 3. Les frais de transport du concentré de cuivre sont passés d'environ 9,15 \$ la tonne en 1973 (moins de 2 % du prix fob) à environ 40,34 \$ en 1982 (plus de 8 % du prix fob). Les frais de transport du charbon ont également quadruplé au cours de la décennie, passant de 4,01 \$ la tonne courte en 1973 à 16,45 \$ en 1982. La part des frais de transport du charbon comprise dans le prix fob n'a pas augmenté aussi radicalement que dans le cas d'autres produits miniers, mais on discerne tout de même une tendance à la hausse, qui pose un grave problème de frais en raison de la faible valeur du charbon par unité de poids (et partant, la grande incidence des frais de transport sur la compétitivité des charbonnages à l'exportation.

APERCU GENERAL DE LA SITUATION

Lorsqu'on examine ces augmentations considérables des frais de transport, il faut tenir compte de la montée rapide des coûts dans pratiquement tous les secteurs d'activité de l'industrie minière. En 1973, les coûts de l'énergie ne s'élevaient qu'à 2,84\$ la tonne; en 1982, ils avaient atteint 16,23\$. Pendant les mêmes années, les impôts sont passés de 5,76\$ à 21,79\$ la tonne. (Un aspect particulièrement inquiétant de la situation fiscale, c'est que les impôts et les droits non rattachés aux gains--et partant, non fondés sur la capacité de l'industrie de payer--ont augmenté récemment à pas de géant, ayant accusé une croissance annuelle moyenne de 26% au cours des cinq dernières années.) Les traitements et salaires sont passés de 17,99\$ la tonne en 1973, à 55,26\$ en 1982.

Les prix n'ont pas augmenté en proportion de l'augmentation des frais. En fait, en raison de la récession mondiale, les prix des minéraux sont actuellement à des niveaux très bas. Comme nous l'avons déjà indiqué dans notre précédent mémoire au Comité, la récente période a été désastreuse pour l'industrie minière de la Colombie-Britannique, la plupart des mines étant loin de fonctionner à pleine capacité et plusieurs autres ayant dû fermer leurs portes. En effet, en 1982, l'industrie a perdu 151 millions de dollars.

Dans ces conditions, il faut rigoureusement contrler les frais (y compris ceux du transport) si l'on veut que les produits miniers du Canada continuent d'être concurrentiels sur les marchés mondiaux. Les produits miniers assument déjà leurs propres frais de transport ferroviaire; ils ne peuvent se permettre de payer davantage et subventionner le transport des céréales.

TABLEAU 1

PART DES FRAIS DE TRANSPORT COMPRISE DANS LES REVENUS BRUTS
DE L'INDUSTRIE MINIÈRE DE LA COLOMBIE-BRITANNIQUE--(1)

<u>ANNEE</u>	<u>REVENUS BRUTS/TONNE (2)</u>	<u>FRAIS DE TRANSPORT/TONNE (3)</u>	<u>PART</u>
	(1)	(2)	(2)/(1)
1973	97,38\$	6,52\$	6,7%
1974	104,15	7,29	7,0
1975	90,74	8,88	9,8
1976	115,54	10,74	9,3
1977	139,50	14,86	10,7
1978	148,20	16,38	11,1
1979	203,77	18,33	9,0
1980	221,14	20,69	9,4
1981	180,02	22,56	12,5
1982	167,40	23,34	13,9

NOTA

1. Le tableau ci-dessus présente des données globales sur la situation de l'industrie minière en Colombie-Britannique; elles portent principalement sur le charbon, le cuivre, le plomb, le zinc, le molybdène, le fer et l'amiante. Se reporter aux Tableaux 2 et 3 pour obtenir des données séparées sur le concentré de cuivre et le charbon.
2. Par revenus bruts miniers, on entend essentiellement les revenus de l'industrie calculés au point d'exportation; ainsi, lorsqu'on les divise par le tonnage, on obtient un chiffre qui correspond étroitement au prix fob moyen la tonne.
3. Ces dernières années, les frais de transport ferroviaire ont représenté environ 70 % de tous les frais de transport.

TABLEAU 2

PART DES FRAIS DE TRANSPORT COMPRISE DANS LE PRIX FOB DU
CONCENTRÉ DE CUIVRE

<u>ANNEE</u>	<u>PRIX APPROX. FOB/TONNE (1)</u>	<u>FRAIS DE TRANSPORT APPROX. /TONNE (2)</u>	<u>PART (3)</u>
	(1)	(2)	(3)
1973	481,49\$	9,15\$	1,9%
1974	531,74	17,02	3,2
1975	349,67	20,28	5,8
1976	392,77	20,03	5,1
1977	387,37	22,47	5,8
1978	462,29	26,35	5,7
1979	759,51	33,42	4,4
1980	795,76	43,77	5,5
1981	624,07	42,44	6,8
1982	491,98	40,34	8,2

NOTA

1. Les dossiers disponibles fournissent des données sur les revenus miniers la tonne, dont on a soustrait les frais de raffinage, de transport, etc. Les dossiers donnent également des chiffres sur la proportion entre les revenus miniers la tonne et les revenus bruts la tonne, ce qui permet de recalculer les données portant sur les revenus bruts la tonne. Ces nouvelles données représentent le prix fob approximatif la tonne.
2. On a obtenu les chiffres approximatifs indiqués dans cette colonne en multipliant ceux de la colonne (1) par ceux de la colonne (3). Bien qu'approximatives, ces données peuvent faciliter la consultation.
3. Ces renseignements sont extraits directement des dossiers disponibles.

TABLEAU 3

PART DES FRAIS DE TRANSPORT COMPRISE DANS LE PRIX

FOB DU CHARBON

<u>ANNEE</u>	<u>PRIX FOB LA TONNE COURTE BANQUE ROBERTS</u>	<u>FRAIS DE TRANSPORT LA TONNE COURTE (1)</u>	<u>PART</u>
1er avril au 31 mars	(1)	(2)	(2)/(1)
1973	18,06\$	4,01\$	22,2%
1974	27,15	5,52	20,3
1975	46,79	7,62	16,3
1976	49,19	9,16	18,6
1977	51,68	10,31	19,9
1978	53,21	10,86	20,1
1979	53,21	11,71	22,0
1980	57,10	13,50	23,6
1981	60,76	15,20	25,0
1982	74,96	16,45	21,9
1983	63,35	17,15 (approx.)	27,1

NOTA

1. Pour le charbon expédié du sud-est de la Colombie-Britannique.

ANNEXE

NOTE SUR LES DONNEES DISPONIBLES ET LEUR SIGNIFICATION

Le Tableau 1 est une image composite de tous les produits de l'industrie minière de la Colombie-Britannique. Ce tableau est très utile si l'on veut un aperçu général de la situation, mais il est également intéressant d'entrer dans les détails, en examinant chaque produit séparément. C'est ainsi qu'on a procédé pour le cuivre et le charbon, aux Tableaux 2 et 3. Les Tableaux 1 et 2 sont extraits de statistiques sur l'industrie minière en Colombie-Britannique, que la société Price Waterhouse prépare chaque année depuis 1967. Le Tableau 3 s'inspire de renseignements fournis par une société affiliée à l'Association.

Les comptes rendus de la société Price Waterhouse ne fournissent pas de renseignements séparés sur d'autres minéraux que le cuivre et le charbon. Nous avons donc fait appel à chacune des sociétés concernées pour en obtenir sur le plomb, le zinc et d'autres produits. Malheureusement, nous n'avons pu recueillir les renseignements voulus.

Une partie du problème réside dans la tenue de dossiers. Les sociétés minières s'intéressent vivement à la question des frais de transport et en suivent étroitement et régulièrement l'évolution, mais la plupart se débarrassent de leurs renseignements détaillés à ce sujet après un an ou deux. Ainsi, il semble qu'on ne dispose d'aucun moyen permettant de donner un décompte systématique des frais de transport encourus sur de longues périodes, par exemple une décennie.

Une autre partie du problème est plus abstraite. L'exemple du plomb et du zinc peut servir à illustrer les difficultés rencontrées. La fonderie de Trail produit du plomb, du zinc et des engrais. Les matières brutes proviennent de différentes sources, et pas seulement de la mine Sullivan. Par exemple, une grande partie du concentré de zinc provient de fournisseurs étrangers, certains même d'Amérique du Sud, de sorte que la fonderie ne sait pas quelle partie du prix payé pour ce concentré représente ses frais de transport. En outre, même lorsqu'on sait combien ils représentent, on ne connaît pas de moyen précis pour les répartir entre le plomb et les engrais, ou entre le zinc et les engrais, qui sont deux produits issus d'une seule opération.

APPENDICE "TRPT-275"

(DACTYLOGRAPHIE A PARTIR D'UNE LETTRE MANUSCRITE)

Comité du transport de la Chambre des communes

a/s M. Maurice Dionne

Édifice du parlement

Ottawa, Ontario

K1A 0A6

Messieurs,

Le Comité du syndicat du blé de Mortlach s'inquiète des conséquences qu'aurait l'abandon du tarif de transport statutaire du Nid-de-Corbeau. Au cours des années, les cultivateurs ont vu un grand nombre de leurs coûts de production augmenter de nombreuses fois, tandis que le prix du grain n'a pas suivi la même évolution. Nous pensons que si le tarif statutaire du Nid-de-Corbeau est aboli, il est presque certain que les coûts de transport suivraient la même tendance à la hausse. Cela serait particulièrement difficile pour les fermiers, car le tarif de transport est appliqué sur chaque boisseau qu'ils vendent. Les cultivateurs ne pourraient pas compenser une augmentation de prix en devenant plus efficaces et en produisant plus de grain. Plus on produit, plus on paye. Les coûts à partir de la ferme augmenteront. Lorsque le système de collection du grain sera centralisé, les cultivateurs devront transporter leur grain sur une plus grande distance. Les camions seront plus gros et abîmeront les routes, ce qui coûtera plus cher aux municipalités rurales.

On nous a dit que le tarif du Nid-de-Corbeau est en concurrence avec le tarif payé par les Américains sur le Mississippi. Nous sommes en concurrence directe pour les marchés mondiaux et toute augmentation du tarif de transport nous désavantagerait. La Saskatchewan n'a pas de cours d'eau à l'intérieur des terres qui lui permettrait de transporter son grain. Nous sommes donc obligés d'expédier notre grain par rail. Notre seule protection contre l'augmentation des tarifs de transport par rapport au prix du grain, c'est le Parlement.

Nous recommandons au Parlement de considérer sérieusement les implications d'une modification du tarif statutaire du Nid-de-Corbeau. Il n'y a jamais eu de consensus parmi les producteurs de l'Ouest pour modifier le tarif du Nid-de-Corbeau. Nous sommes certains que le Trésor fédéral n'est pas prêt à subventionner les cultivateurs de l'ouest, comme c'est le cas dans de nombreux pays. Toutefois, c'est ce qui se produira si notre marge de profit continue à se réduire.

Soumis par le

Comité du syndicat du blé de Mortlach

Arthur Redshaw, secrétaire

APPENDICE «TRPT-276»

Mémoire pour le district no 3 du Syndicat national des cultivateurs

Nous croyons que les sociétés de chemins de fer ont, traditionnellement, essayé des tactiques pour convaincre les citoyens qu'il leur faut prendre de l'expansion pour transporter les grains canadiens. Par exemple, le Syndicat national des cultivateurs a prouvé que les sociétés ferroviaires laissaient des wagons sur différentes voies d'évitement et en utilisaient aussi aux États-Unis; les expéditeurs étaient ainsi à court de wagons pour respecter leurs engagements. Une autre mesure prise par le Syndicat national des cultivateurs a été son «recours collectif» contre les sociétés ferroviaires pour essayer de pousser le gouvernement à faire respecter la loi qui stipule que les sociétés ferroviaires doivent transporter toutes les marchandises qui requièrent un déplacement vers une destination précise (article de la Loi sur les chemins de fer).

En qualité de fermiers de la Colombie-Britannique et de Peace River, Alberta, nous comprenons très difficilement comment nous pouvons assumer des coûts supplémentaires alors que les paiements initiaux sont plus bas.

Diversification - vers quoi!!!

Avec la diminution des prix des bovins et des porcs - il devrait y avoir un surplus.

Fétuque - 1/3 du prix d'il y a deux ans ou moins.

Trèfle - dans valeur l'automne dernier.

Le rapport de l'Alberta «How Québec and the pools licked Alberta» est un parfait exemple de contradictions--je cite--(traduction) «Le tarif du Nid-de-Corbeau, établi il y a 86 ans, a grandement nui à l'industrie du bétail de l'Ouest. Cette année, par exemple, le prix de l'orge de provende dans les Prairies était supérieur de 26 % ce qu'il aurait été si le tarif du Nid-de-Corbeau avait été abrégé et remplacé par un taux axé sur les coûts réels.» Ce genre de rapport semble une tentative directe à monter les éleveurs de bovins et de porcs contre les producteurs de grain.

Nous expédions de Dawson Creek qui, comme région globale, perdra 4 658 800 \$ (à 5.1 fois le tarif du Nid-de-Corbeau) par année: source--«To Kill the Crow» par John Gallagher.

Cette perte détruira bon nombre d'entreprises, à la fois à Dawson Creek et dans l'industrie manufacturière de l'Est, car pour tout emploi créé par la disparition du tarif du Nid-de-Corbeau, au moins deux emplois disparaîtront dans les industries actuelles.

Nous devons conserver le tarif du Nid-de-Corbeau comme taux de fret statutaire, comme il est.

Rolla, Colombie-Britannique

Le directeur de district.
Cynt Nobbs

APPENDICE «TRPT-277»

Syndicat national des cultivateurs
Section locale 613
Mémoire à l'intention du Comité des transports
Le 15 juillet 1983

Introduction:

Nous sommes heureux de pouvoir donner notre avis et faire part de nos inquiétudes au sujet des modifications que l'on se propose d'apporter à l'Accord du Nid-de-Corbeau au moyen du projet de loi C-155.

Nous soumettons le présent mémoire au nom de la section locale 613 du S.N.C. et des personnes intéressées de notre région. Notre syndicat est voué à la préservation de la notion de production d'aliments par les familles agricoles individuelles et, comme il est le seul organisme agricole d'envergure nationale, il s'occupe de tous les produits agricoles regroupés dans une politique commune. Le gouvernement fédéral joue un rôle crucial sur le plan de l'unité du peuple canadien et c'est donc cette dernière notion qui a surtout motivé la rédaction du présent mémoire. Le Canada existe grâce aux chemins de fer. Ces derniers existent grâce aux subventions du gouvernement.

Nous tenterons de donner un aperçu des raisons pour lesquelles nous ne pouvons pas souscrire aux modifications proposées à l'accord du Nid-de-Corbeau et des répercussions que celles-ci auraient dans notre région si elles étaient adoptées. Nous vivons dans le nord-est de la Saskatchewan, au bout des embranchements ferroviaires, dans une région d'agriculture mixte. Nous représentons l'un des plus importants points de livraison de la province. Notre économie et celle de nos villes et villages dépend du bien-être des agriculteurs. Or, la récente baisse du revenu des collectivités agricoles a déjà eu des effets néfastes sensibles. Toute réduction additionnelle serait désastreuse. Si le tarif du Nid-de-Corbeau était quintuplé d'ici à 1990 comme on le propose, il s'en suivrait un transfert annuel direct de 6 millions de dollars de notre région aux sociétés de chemin de fer, ce qui entraînera automatiquement un ralentissement économique qui se répercutera dans l'ensemble du pays. Comme nous l'avons déjà dit, nous vivons au bout des embranchements ferroviaires et l'adoption de tout tarif calculé en fonction de la distance nous mettrait dans une position extrêmement vulnérable.

Déjà, des gares fermées témoignent de la disparition de services, ce qui a entraîné la perte directe de trois familles à chaque endroit. Les services sont maintenant plus coûteux et insuffisants. Nos petites villes et nos petits villages ne pourront pas survivre à la baisse de la population et du commerce qui résultera inévitablement de la modification du tarif du Nid-de-Corbeau.

Prenons un deuxième exemple. Le 26 octobre 1979, la Société Canadien National envoyait une lettre à la Consumers Co-operative Association de Carrot River. Cette lettre portait sur l'accord no 1445-1961 visant un embranchement privé qui lui était loué pour 70,26 \$ par an. Soudainement, le 1er janvier 1980, la coopérative a été informée que le tarif annuel serait porté à 1 116 \$ et qu'il serait par la suite révisé tous les ans. Cette modification a paru très arbitraire, d'autant plus que la coopérative avait fourni les matériaux et la main-d'oeuvre lors de la construction de cet embranchement. Est-il besoin de préciser que la coopérative n'a tout simplement pas pu payer cette formidable augmentation de 784 % en plus de taux entièrement compensatoires sur les produits transportés. Les membres de la coopérative seraient obligés d'assumer des frais beaucoup plus élevés. Cela donne une bonne idée du sort que l'application du projet de loi C-155 pourrait réserver aux producteurs de grains.

Passons maintenant au coût actuel d'un camion de trois tonnes comparativement aux prix de 1975. En 1975, un camion de trois tonnes neuf représentait 2 450 boisseaux de blé roux no 3. Aujourd'hui, il faut 7 275 boisseaux de blé pour acheter un camion de trois tonnes neuf. En termes de pouvoir d'achat, l'agriculteur doit produire trois fois plus de blé pour acheter ce camion. S'ajoutent à cela les coûts de production accrus et le transport de trois fois plus de blé.

Exemple:

2 450 boisseaux de blé multipliés par 13,5 cents (tarif du Nid-de-Corbeau aux points locaux) = 330,75\$.

7 275 boisseaux de blé multipliés par 13,5 cents = 982,13\$.

On voit bien les conséquences désastreuses de l'augmentation des coûts d'équipement et de transport pour les agriculteurs. Les chemins de fer ne toléreraient jamais une telle augmentation!

A l'origine, les chemins de fer de l'Ouest du Canada servaient à desservir la population et constituaient un instrument de la politique nationale. Les agriculteurs de la Communauté économique européenne reçoivent des subventions massives. Les agriculteurs américains bénéficient d'une aide substantielle. Si le tarif du Nid-de-Corbeau a initialement été instauré pour protéger les agriculteurs du monopole exercé par les chemins de fer en 1925--ce raisonnement est toujours valable.

Nos produits constituent un marché captif. Nous ne pouvons pas répercuter les coûts de production sur le consommateur. Dans ce secteur, les agriculteurs sont déjà dans une situation désespérée puisque les coûts augmentent et que les prix du grain sont faibles. Cela s'applique également à Nipawin et aux villes voisines.

Le grain constitue l'un des plus importants produit d'exportation du Canada. Est-il logique de faire assumer par les agriculteurs l'ensemble des frais de transport de ce grain? En fait, on se demande si l'on devrait même imposer des frais de transport aux producteurs si l'on veut que cette industrie

demeure viable et concurrentielle au niveau international. Notre économie dépend directement de l'agriculture. Les Canadiens tirent 4,2 milliards de dollars en devises des exportations de grain rendues possibles grâce au tarif du Nid-de-Corbeau. Si les sociétés de chemin de fer perdent de l'argent à cause du transport du grain, c'est le pays tout entier, et non seulement les agriculteurs, qui doit assumer les pertes "prouvées".

Le ralentissement économique a engendré une augmentation des coûts dans notre région. Voici une comparaison des coûts de 1982 par rapport à 1981:

- les produits pétroliers ont augmenté de 116%,
- les engrais ont augmenté de 145%,
- les produits chimiques ont augmenté de 117%,
- les paiements d'intérêts ont augmenté de 198%,

ce qui a entraîné une BAISSSE nette du revenu agricole de 59% pour la période 1978-1982. Les municipalités rurales no 456, 457, 486 et 487 sont tout à fait opposées à toute modification des taux du transport par rail. Les frais additionnels d'entretien des routes à cause du passage de charges lourdes engendront des frais supplémentaires pour les producteurs qui payent le taux. (Voir «Impact of Increased grain movements on rural roads in the 80's» par Jim Webster, 1982, ancien sous-ministre des Affaires rurales de la Saskatchewan.) L'augmentation des coûts pour chacun des producteurs de la Saskatchewan qui payent le taux se chiffrera à 3 670 \$.

La question du port de la baie d'Hudson est également essentielle. Elle ne figure pas dans les projets du gouvernement fédéral visant à modifier le tarif du Nid-de-Corbeau. La politique pour un transport amélioré dans l'Ouest n'a visé qu'à consacrer des sommes à l'expansion des voies principales, et non à la voie allant à Churchill ou aux embranchements. On nous a dit que les travaux nécessaires sur cette voie coûteront 15 millions de dollars. Ce n'est pas cher si cela permet de tripler les expéditions. De plus, si un bateau de plus avait été chargé dans ce port l'année dernière, on y aurait enregistré un bénéfice. Cette information nous intéresse au premier chef puisque nous sommes situés au bout des embranchements ferroviaires. Nous nous devons de vous le signaler. Si nous pouvions pleinement utiliser ce port pour cette région du nord-est, les 27 points de livraison permettraient, ensemble, d'économiser \$7 550 628. C'est la moitié de la somme nécessaire pour améliorer la ligne.

On pourrait revenir sur la décision de limiter le prix du charbon dans la réserve fédérale du charbon sans toucher à l'Accord du Nid-de-Corbeau. Nous sommes d'accord pour que l'on améliore notre réseau ferroviaire, comme l'a recommandé la Commission Hall, particulièrement en ce qui concerne les lignes principales traversant les montagnes Rocheuses, mais non aux dépens des agriculteurs et des contribuables du Canada. L'affectation des \$930 millions du gouvernement serait répartie de la façon suivante:

380 millions de dollars pour les frais d'exploitation des chemins de fer;

550 millions de dollars sous la forme d'investissements visant notamment la réparation des embranchements, l'achat de wagons-trémies, l'amélioration des lignes principales et des tunnels, sans oublier l'amélioration de la voie de Churchill. Cela créerait 485 000 emplois dans les dix prochaines années comme Pépin le recommande.

Le premier ministre nous a assuré que le tarif du Nid-de-Corbeau ne serait pas modifié sans consensus dans l'Ouest du Canada. Le processus démocratique existe-t-il toujours au Canada?

En conclusion, nous devons protéger le principe fondamental d'un tarif du Nid-de-Corbeau fixe pour les producteurs et le principe d'un taux égal pour une distance égale (dans la loi). Si le projet de loi C-155 est adopté, de petites villes comme Carrot River vont s'effondrer et le malaise économique se répandra comme un cancer dans l'ensemble de la Saskatchewan.

DE GRÂCE, ÉCOUTEZ-NOUS!

Merci

Respectueusement soumis par la section locale 613 du S.N.C.

Carrot River
Saskatchewan

APPENDICE «TRPT-278»

MÉMOIRE PRÉSENTÉ AU COMITÉ DES TRANSPORTS
DES COMMUNES

par le Syndicat national des cultivateurs
Section locale 638

Le 8 août 1983

Wadena
Saskatchewan

Au nom de la section locale 638 du Syndicat national des cultivateurs, j'aimerais profiter de cette occasion pour vous faire part de nos préoccupations concernant le projet de loi visant à faciliter le transport du grain de l'Ouest. J'ai utilisé comme document de référence la brochure TP 4499 publiée par Transports Canada.

Nous nous intéressons tout d'abord aux taux compensatoires réclamés par les sociétés ferroviaires. Les contributions financières du gouvernement et des producteurs sont fondées sur les chiffres que la Commission Snavelly a obtenus en recourant à des méthodes comptables que, celui-ci (Snavelly) a admis être peu orthodoxes. Le projet de loi n'étant pas fondé sur des données exactes ne peut en arriver à un taux compensatoire juste pour le transport du grain. Il demande, par conséquent, aux producteurs de subventionner les sociétés ferroviaires en exigeant des taux plus élevés et en recourant à un impôt sans qu'il ait été prouvé que les sociétés ferroviaires dépensent des sommes aussi importantes pour transporter le grain. Nous aimerions également rappeler aux commissaires que les sociétés ferroviaires ne transportent pas le grain selon le barème applicable du Nid-de-Corbeau depuis de nombreuses années si l'on tient compte l'utilisation de wagons-trémies fournis par les gouvernements et la Commission du blé ainsi que des paiements applicables à la réfection des embranchements qui ont été versés aux sociétés ferroviaires par le gouvernement.

Le projet de loi stipule que les taux de transport continueront de façon générale à être établis en fonction de la distance. Le projet de loi prévoit ensuite des dispositions précises contraires au concept des taux applicables à la distance c'est-à-dire, d'une part, que les sociétés ferroviaires seront autorisées à diminuer leurs taux à certains points qui sont desservis par les deux sociétés ferroviaires et qui sont considérés comme des points concurrentiels. Voilà qui créera de la concurrence non seulement à ces points précis mais à tous les autres points de livraison dans un vaste rayon, et tuera le concept du taux applicable à la distance. Dans un deuxième temps, le principe de la parité des ports sur la côte ouest laisse toute liberté aux expéditeurs de faire des bénéfices sur les taux applicables au transport versés par les producteurs pour le grain livré à ces expéditeurs et détruit le principe des taux applicables à la distance.

Le principe est également supprimé par l'existence d'une disposition prévoyant des taux inférieurs à ceux prévus dans le barème annuel négocié et approuvé par la Commission canadienne des transports pour les chargements en fin de semaine ou en morte saison. En effet, cela ouvre toute la structure tarifaire aux taux variables.

Le plafond de 31,1 millions de tonnes imposé aux subventions applicables aux taux du transport du grain nuira à l'intensification de la production de grain et le taux mixte est fondé sur des prévisions faites avant que le grain ne soit semé. Le rajustement d'un taux qui ne correspond pas aux prévisions doit être effectué pour les campagnes agricoles futures ce qui amène les producteurs d'une campagne agricole donnée à subventionner les producteurs d'une autre campagne agricole.

Le projet de loi prévoit pour les sociétés ferroviaires des garanties et des obligations que celles-ci doivent respecter si elles ne veulent pas être pénalisées. Ce système de primes et de sanctions comporte peu d'avantages pour l'agriculteur qui est desservi par un embranchement de moindre importance. Il devra continuer à payer un taux élevé même s'il obtient un service de piètre qualité et si la société ferroviaire refuse de conserver un embranchement et que celle-ci ne se gênera pas pour utiliser à d'autres fins les versements de l'État au titre de la réfection de cet embranchement. Les sociétés ferroviaires savent qu'elles l'obtiendront pour les embranchements qu'elles veulent améliorer parce qu'il serait ridicule pour le gouvernement de laisser d'autres lignes se détériorer pour la simple raison que les sociétés ferroviaires refusent d'effectuer des réparations sur un embranchement de moindre importance.

Le projet de loi crée un Office du transport du grain ainsi qu'un Comité supérieur du transport du grain afin d'améliorer le transport et la manutention du grain, de maintenir les coûts à des bas niveaux et d'alléger le fardeau des producteurs. A bien des égards, l'Office du transport du grain et le Comité supérieur du transport du grain usurperont les pouvoirs de la Commission canadienne du blé et de la Commission canadienne des grains. Cela permettra-t-il de diminuer les coûts? Le projet de loi prévoit une série de mécanismes servant à assurer l'efficacité du transport ferroviaire, mécanismes inutiles si les sociétés ferroviaires touchent des compensations adéquates. D'autre part, le gouvernement semble penser que notre système de transport ne sera efficace que dans la mesure où il est axé sur les bénéfices et, d'autre part, il nous faut établir une série d'organismes de contrôle qui veilleront à ce que le système réponde aux attentes. Il semble qu'il vaudrait mieux pour notre pays que nous nationalisons le réseau ferroviaire et l'exploitions comme un service d'intérêt public. Les contribuables canadiens subventionnent au prix fort un système ferroviaire dont ils ne sont même pas propriétaires. Qui plus est, on s'attend que ceux-ci achètent des actions s'ils veulent obtenir des dividendes.

En conclusion, ce projet de loi sur le transport du grain de l'Ouest vise deux objectifs. Premièrement, supprimer le tarif du Nid-de-Corbeau qui a protégé les agriculteurs de l'Ouest contre les coûts élevés de transport et deuxièmement, renflouer les coffres des sociétés ferroviaires à coups de millions de dollars. Si le gouvernement juge qu'il est nécessaire de subventionner les sociétés ferroviaires, il aurait dû et aurait pu le décider sans qu'il soit question du tarif du Nid-de-Corbeau et au rôle des agriculteurs et des exportateurs de grains dans la vie économique du Canada. Nous estimons qu'il s'agit d'un projet de loi médiocre qui attaque le fondement même de notre confédération canadienne. Le projet de loi monte certains secteurs de notre société contre d'autres et ne contribue en rien au bien-commun de celle-ci. Il serait dans l'intérêt de tous de nationaliser le réseau ferroviaire afin d'en faire un service public. Par contre, accroître les dividendes des actionnaires des sociétés ferroviaires aux dépens des milliers d'agriculteurs, c'est aller à l'encontre de l'intérêt public. Il faut mettre au rancart l'ensemble du projet de loi.

L'adoption du projet de loi C-155 visant à supprimer le taux du Nid-de-Corbeau aurait de graves conséquences pour les agriculteurs de l'Ouest et à la longue pour l'agriculture canadienne. Les coûts de transport que doivent assumer les cultivateurs pour expédier leurs grains augmenteraient sensiblement d'ici 1990 alors que le revenu net des agriculteurs chute et d'autres coûts sont à la hausse. L'augmentation des taux applicables au transport entraînerait une diminution du nombre d'exploitations agricoles dont l'importance s'accroîtrait au fur et à mesure que les agriculteurs verraient leurs coûts en espèces engloutir d'une part encore plus grande de leur revenu brut. Voilà qui provoquerait une chute démographique dans les localités rurales. Les surplus de capitaux devant servir aux paiements des taux de transport, les cultivateurs auraient alors moins d'argent à dépenser dans les villes et les villages ce qui obligerait des entreprises à fermer leur porte et partout susciterait une baisse démographique. De nombreux villages disparaîtraient probablement et on assisterait à une détérioration des services offerts aux villes, aux villages ainsi qu'aux exploitations agricoles. Moins de gens devraient payer davantage encore pour l'entretien des routes, des réseaux électriques, des réseaux téléphoniques ainsi que pour tous les services modernes qui sont offerts à l'heure actuelle. Une diminution du nombre des collectivités laisse entrevoir des distances plus longues à parcourir pour se rendre chez le médecin, à l'hôpital, à l'école, chez le concessionnaire de machines agricoles ainsi qu'aux magasins d'alimentation.

Prenant comme année de référence la campagne agricole 1980-1981, le transport du grain à partir des stations faisant partie de notre section locale selon le tarif du Nid-de-Corbeau applicable à l'heure actuelle aurait coûté 3 505 600 \$ de plus en transport à raison de 5,1 fois le taux du Nid-de-Corbeau ce qui correspond à peu près aux coûts applicables en 1990 si le projet de loi C-155 était adopté.

Campagne agricole 1980-1981

Station	Tonnes métriques expédiées (en milliers de \$)	Perte (5,1 x par le taux du Nid-de-Corbeau) (en milliers de \$)
Fosston	7,2	130,0
Hendon	16,3	294,8
Kelginton	48,4	874,9
Lintlaw	14,7	279,2
Nut Mountain	9,5	180,4
Rose Valley	21,8	394,0
Kuroki	11,5	207,9
Margo	27,1	490,0
Wadena	11,8	213,2
Wadena	24,4	441,2

Ces 3,5 \$ millions constitueraient une perte directe pour ces collectivités qui, par exemple, achèteraient 65 tracteurs de moins au cours d'une année. Bon nombre de concessionnaires de matériel d'exploitation

agricole de petites localités éprouvent déjà des difficultés à conserver un stock leur permettant de répondre adéquatement aux besoins des agriculteurs et des résidents ruraux. Si les collectivités sont privées d'autres sommes qui servent à payer les taux de transport, la situation s'aggraverait.

Une hausse des taux des transports modifierait l'équilibre que nous connaissons à l'heure actuelle entre les divers produits agricoles. Il ne serait plus désormais rentable de cultiver pour l'exportation des céréales fourragères si le taux de transport en était élevé. Cela signifierait que la partie septentrionale de la région agricole des Prairies, où le gel menace et où le climat est rude au moment des récoltes, devrait être consacrée à l'élevage du bétail pour que les terres soient utilisées. Voilà qui n'arrangerait rien. A cet égard, l'offre dépasse la demande. Le passage massif à l'élevage du bétail dans le Nord des Prairies ferait chuter les prix. C'est alors que les agriculteurs du reste du Canada ressentiraient les effets de la suppression du tarif du Nid-de-Corbeau. Les agriculteurs du Canada n'auraient d'autre choix que de produire du bétail à des coûts élevés dans des régions froides et de se tailler une place sur le marché de l'exportation déjà saturé par les produits des agriculteurs qui gagnent leur vie dans des régions plus chaudes à des coûts de production moindres. Les revenus des agriculteurs canadiens se retrouveraient ainsi à des niveaux désastreusement bas.

Pourquoi est-il nécessaire de supprimer le tarif du Nid-de-Corbeau? Quelques personnes attachent trop d'importance au fait que l'accord du tarif du Nid-de-Corbeau a été conclu en 1897 et n'a plus désormais sa raison d'être à cause de l'inflation. Est-ce vraiment le cas? Nos sociétés ferroviaires ne ressemblent pas plus aux sociétés de chemins de fer de 1897 ou de 1925 que les exploitations agricoles d'aujourd'hui se comparent à celles de 1897 et de 1925. Tout comme la rentabilité d'échelle et de mécanisation ont permis à un nombre réduit d'agriculteurs de produire du grain à un coût moindre l'unité en termes réels, la même rentabilité a permis aux sociétés ferroviaires de transporter des marchandises à un coût moindre en termes réels. Le grain entre dans la catégorie des chargements lourds et génère des revenus par wagon plus élevés pour les sociétés ferroviaires à un coût inférieur par unité de poids qu'un chargement léger à un coût supérieur par unité de poids. Le mouvement du grain n'exige pas une main-d'oeuvre excessive. De nos jours, un train avec trois hommes peut transporter la même quantité de blé que 51 trains avec 225 hommes en 1907.(1) En outre, les sociétés ferroviaires, si je me rapelle, n'ont jamais eu besoin d'acheter de wagons pour le transport du grain. Le parc de wagons-trémies a été acheté avec des deniers publics. Les embranchements et les voies principales des Prairies ont été réparés avec les deniers publics. Les sociétés ferroviaires transportent des quantités phénoménales de grains. Elles peuvent toutefois en prévoir le mouvement d'avance. Le grain est plus facile à rassembler dans des trains très longs économiquement rentables puisque les sociétés se servent de matériel qu'elles n'ont pas acheté et qu'elles transportent des marchandises sur des lignes qui ont été reconstruites pour elles.

(1) To Kill the Crow par John Gallagher

Le gouvernement a retenu les services de la Commission Snavelly et l'a chargée d'évaluer la situation financière des sociétés ferroviaires afin d'établir les coûts et les recettes inhérents au transport du grain. Le mandat n'incluait pas une évaluation du rendement des sociétés ferroviaires en ce qui a trait à la prestation d'un service de transport du grain ni une évaluation de la performance des sociétés ferroviaires pour ce qui concerne ses réinvestissements dans son service de transport du grain--ni si les profits avaient bel et bien été investis ailleurs. Aucune étude n'a jamais été faite pour déterminer les coûts et les revenus inhérents à la production du grain. A peine quelques mots ont été consacrés à la capacité des agriculteurs de payer des taux plus élevés pour le transport. Aucune attention n'a été portée sur les répercussions de la hausse des taux de transport sur les collectivités agricoles ou sur les industries de soutien de l'agriculture au Canada.

L'impartialité de l'étude des coûts et des revenus des sociétés ferroviaires faite par la Commission Snavelly, laquelle a été utilisée par le gouvernement pour justifier la suppression du tarif du Nid-de-Corbeau, est gravement mise en doute par la façon de traiter les subventions, les dons et les gratifications accordées aux sociétés ferroviaires en fonds publics comme s'il s'agissait de capitaux investis par les sociétés ferroviaires. La Commission affirme ensuite que les sociétés ferroviaires devraient réaliser un rendement de plus de 25 % avec ces dons. On passe sous silence la valeur que représente pour les sociétés ferroviaires l'utilisation des wagons-trémie achetés avec des deniers publics. Lorsqu'on se rappelle qu'on y avait puisé massivement au départ pour la construction du chemin de fer, il semble que l'objectif de la Commission Snavelly ne consistait qu'à justifier un détournement de fonds par les sociétés ferroviaires.

Il est temps de mettre fin à l'assaut mené contre le tarif du Nid-de-Corbeau étant donné que sa suppression ne fera que nuire gravement à l'économie des Prairies, à sa population ainsi qu'au reste du Canada. Nous recommandons donc que le projet de loi C-155 soit retiré par le gouvernement et qu'on le remplace par un projet de loi prévoyant la nationalisation du Canadien Pacifique et de sa fusion avec le Canadien National de manière à former un réseau de transport ferroviaire public favorisant l'expansion économique du Canada.

de W.T. Jackman, Economics of Transportation, University of Toronto Press, Toronto 1926, p. 53.

e

APPENDICE "TRPT-279"

(TRADUCTION)

(DACTYLOGRAPHIE D'UNE LETTRE MANUSCRITE)

Le 18 juillet 1983

Section locale 650 du
Syndicat national des cultivateurs
Région du Prince Albert
(Saskatchewan)

Voici les résultats d'un sondage effectué à l'échelle locale dans le cas de neuf points de livraison d'élévateurs à grain: 1352 détenteurs de permis ont livré 6 795 800 boisseaux de grain, alors que le tarif du Pas-du-Nid-de-Corbeau a été d'environ 951 000 \$ et le coût moyen pour chaque producteur était de 700 \$. Si le tarif du Pas-du-Nid-de-Corbeau est cinq fois plus élevé pour les producteurs de la région et atteint 4 755 000 \$ ou que le coût moyen par producteur est de 3 517 \$, la région ou la collectivité doit supporter un coût accru de 3 804 000 \$ et le producteur un coût de 2 817 \$ sur son revenu moyen, alors qu'avec le prix actuel du grain et sans augmentation du tarif de transport, les producteurs connaissent déjà une situation difficile.

Nous, producteurs, ne pouvons accepter une autre baisse de nos recettes en raison des conditions de faillite déjà existantes.

Nous estimons qu'il n'est ni possible ni responsable d'imputer ces frais au consommateur parce que ce sont encore les démunis et les chômeurs qui seraient pénalisés.

Le Trésor est le mieux placé pour faire face à des conditions économiques variables. Pour les producteurs, autre secteur de l'économie, une grande partie des céréales est exportée et vendue à un prix raisonnable pour l'acheteur et en retour des biens sont achetés pour garantir la balance commerciale; un tarif protégé désavantagerait-il injustement les producteurs? (Aucun changement dans le tarif du Pas-du-Nid-de-Corbeau - subventions versées aux compagnies ferroviaires). Bien des questions pourraient être posées au sujet des fonds que les compagnies ferroviaires recueilleraient dans la communauté pour les investir ailleurs. etc.

P.S. Des auditions devraient être tenues dans plus de localités.

Le président de la section 650

Clem Tuiorzynsk
C.P. 1353
Prince Albert (Saskatchewan)
S6V 5S9

APPENDICE "TRPT-280"

Objet: Audiences sur le transport à Vancouver

En tant que fermier de Peace River en C.-B. depuis 23 ans, c'est avec grande appréhension que je suis les débats relatifs aux tarifs du Nid-de-Corbeau.

On nous dit, d'une part, qu'il y a, dans le monde, une demande croissante de grains, mais on nous dit aussi, par ailleurs, que nous devons le produire à meilleur marché.

C'est pour une question de principe que je prends position

S'il existe des problèmes quelque part, c'est à tous les Canadiens d'en payer la note et non pas seulement aux fermiers (qui sont de moins en moins nombreux et qui fonctionnent avec des budgets de plus en plus limités).

Personnellement, il nous est impossible de supporter des coûts supplémentaires en ce moment.

Si vous considérez les accords qui ont été en vigueur de 1889 à 1925 je suis certain que vous reconnaîtrez qu'en ce qui concerne CP et dans une moindre mesure le CN, ce qu'ils tentent de faire maintenant leur sera sans doute très profitable s'ils peuvent l'obtenir, mais c'est à nous de les arrêter.

Je m'oppose catégoriquement à toute modification de la Loi du Nid-de-Corbeau.

Très sincèrement vôtre,

Juste Hendrick

Président 805 - SYNDICAT NATIONAL DES FERMIERS

Dawson Creek

Colombie-Britannique

APPENDICE "TRPT- 281"

C.P. 29
Sinclair (Manitoba)

Le 22 juillet 1983

Le greffier
Comité permanent des transports
Chambre des communes
Ottawa (Ontario)

Madame,

Je désire comparaître devant le Comité des transports à Winnipeg, au Manitoba et voici un résumé des détails que j'aimerais voir discutés.

Le tarif du Nid-de-Corbeau assure aux agriculteurs:

- un tarif de transport qui permet aux agriculteurs canadiens d'être concurrentiels sur les marchés mondiaux;
- une stabilité des prix;
- une protection contre le monopole des sociétés ferroviaires en matière de prix.

Les agriculteurs refusent de subventionner les sociétés ferroviaires. Si le tarif du Nid-de-Corbeau est augmenté de 5,1 fois, cela veut dire que le Manitoba retirerait annuellement 62 309 700 \$ de moins en revenus agricoles. Même M. Even Carl Snavely reconnaît "que la structure du réseau de transport des céréales sera modifiée". Il déclare que "les modifications au tarif ferroviaire feront en sorte que certains élévateurs et certains tronçons seront abandonnés, les agriculteurs se rendant compte qu'ils économisent en livrant leurs céréales à des endroits plus centralisés". Ce rapport du 21 avril 1983 publié dans le Western Producer indique clairement les changements que le nouveau tarif du Nid-de-Corbeau apporterait. Il est nécessaire de faire adopter divers amendements au projet de loi C-155. Nous en ferons état dans le mémoire.

Veuillez agréer, Madame, l'expression de mes sentiments distingués.

Jacie Skelton
Coordonnateur de la Région 5
Syndicat national des cultivateurs

Tél: (204) 662-4486
4436

APPENDICE «TRPT-282»

MÉMOIRE PRÉSENTÉ
AU
COMITÉ PERMANENT DU TRANSPORT
PAR LE GROUPE
ONE TIMES CROW ASSOCIATION INCORPORATED

Août 1983

Le groupe One Times Crow Association Incorporated se réjouit de l'occasion qui lui est donnée de faire valoir son point de vue devant le Comité des Transports de la Chambre des Communes. Ce groupement fait voeu de s'opposer à l'abolition du tarif de transport statutaire de la Passe du Nid-de-Corbeau et de prendre toutes les contre-mesures appropriées en faveur des fermiers jusqu'à ce que cet objectif soit atteint.

Le projet de loi C-155 vise à rendre plus rationnel et plus efficace le système de transports. En tant que fermiers, et étant donnée la nature de l'économie agricole, nous nous efforçons aussi de travailler dans des conditions optimales. Le projet de loi C-155 nous en empêchera, car il fait intervenir des coûts qui ne pourront être compensés. Le projet de loi en outre vise à maintenir le producteur primaire en position relativement faible et sous contrôle à la faveur d'une politique d'alimentation à bon marché.

Puisque notre Campagne du Corbeau blanc à Ottawa, ne nous a pas permis de prendre contact avec beaucoup de ministres libéraux et conservateurs directement intéressés par la politique du transport, nous sommes heureux de présenter ce mémoire et nous espérons qu'il recevra votre pleine attention.

La Politique du groupe One Times Crow Association Incorporated:

1. Nous rejetons tout projet visant à éliminer la protection dont les fermiers jouissent en vertu du tarif statutaire du Nid-de-Corbeau.
2. Le gouvernement et les chemins de fer sont dans l'obligation d'assurer un système de transport du grain satisfaisant.
3. Le groupe OTCAI se joint à de nombreux autres groupes pour démontrer que les modifications qu'il est proposé d'apporter au tarif statutaire actuel ne recueillent pas l'approbation générale des Canadiens de l'Ouest.

Les modifications que le gouvernement fédéral propose d'apporter au tarif statutaire du Nid-de-Corbeau pour le transport du grain des Prairies auraient un impact fâcheux sans précédent sur la principale région productrice de grain de l'ouest du Canada. Ce qui suit est une brève description des conséquences de C-155 qui rendent ce projet de loi inacceptable aux yeux de la majorité des fermiers de l'Ouest.

Tout d'abord, ce projet de loi abandonne le principe d'un tarif statutaire pour le grain qui cependant fournirait aux producteurs de grain des Prairies la seule garantie d'une stabilité dans les coûts. A l'origine, le tarif statutaire avait été conçu comme un instrument de la politique nationale de développement. Étant donné la nature réglementaire des tarifs et de bénéfice économique que la nation dans son ensemble retire des ventes de grain canadien à l'exportation (environ 6.3 milliards de dollars en 1981-82), il est non seulement juste mais fondamentalement nécessaire que le gouvernement du Canada se charge du transport du grain jusqu'aux points d'exportation. Du fait

des barrières géographiques et du fait que la région productrice de grain des Prairies est complètement enfermée dans les terres, il paraît évident que les producteurs de grain de l'Ouest ont besoin d'être appuyés par une politique gouvernementale pour être compétitifs sur les marchés internationaux.

En fait, le projet de loi C-155 annule le tarif statutaire pour les fermiers. A sa place, il propose de garantir des tarifs indéterminés. Il garantit aussi que le tarif futur s'élèvera au moins à deux fois le Nid-de-Corbeau d'ici 1985-86 et à cinq fois le Nid-de-Corbeau d'ici 1990-91. Non seulement une telle proposition fait fi des obligations historiques de l'État, mais elle néglige de façon flagrante la question de savoir si les fermiers seront en mesure de payer.

Les conséquences fâcheuses sur la situation financière des producteurs qui sont à prévoir se compliquent encore du fait que le prix du grain sur le marché mondial a considérablement baissé ces derniers mois. Si l'on ajoute à cela des frais de production de plus en plus élevés, il est clair que le producteur de grain moyen ne peut pas se permettre de renoncer à la protection que lui fournit la loi actuelle.

Le producteur de grain ne pourra pas compenser les tarifs de transport accrus. S'il peut abandonner certaines autres dépenses, il n'a pas le choix quant au coût du transport, et dans ce domaine il n'y a pas de concurrence offrant d'autres possibilités. De plus, on l'empêche de transmettre une partie des coûts supplémentaires aux acheteurs comme le font la plupart des autres industries. Ainsi, l'industrie du grain est unique en son genre et a donc besoin d'une protection unique comme celle du tarif statutaire actuel.

Le projet de loi C-155 place les intérêts des chemins de fer avant ceux de la région agricole des Prairies, et finalement de la nation tout entière. Alors que les producteurs de grain réalisent en moyenne de 3 % à 5 % sur leurs investissements (avec le tarif statutaire actuel), le gouvernement fédéral a donné son appui au rapport Snavely qui garantit aux chemins de fer un revenu de plus de 20 % sur leurs investissements, aux dépens des fermiers et des contribuables canadiens.

Les fermiers de l'Ouest canadien ne peuvent pas accepter un handicap qui ôtera toute motivation à la production. Il est paradoxal d'établir une politique qui théoriquement prévoit une augmentation massive du mouvement du grain, donc une augmentation massive de la production, pour ensuite décourager toute augmentation de la production en la pénalisant sur le plan financier. N'oublions pas non plus que c'est le dernier boisseau qui coûte le plus cher à produire, puisqu'il faut investir davantage en moyens de production.

Pour que la politique fédérale du transport soit légitime, il faut que les subventions aillent directement aux chemins de fer pour faire en sorte que cet argent soit effectivement utilisé pour le transport du grain. C'est la seule façon d'exercer un contrôle sur les chemins de fer que le système actuel puisse offrir. Si le gouvernement fédéral payait les fermiers, il s'ensuivrait

le danger d'une manipulation instable de l'industrie agricole de la part de l'État.

Le projet de loi C-155 offre aux chemins de fer la garantie qu'ils tiendront à l'avenir la destinée du système de collecte et de manutention du grain de l'Ouest entre leurs mains. Des tarifs variables sont prévus dans le projet de loi (sections 45 et 50). Les fermiers producteurs de grain de l'Ouest ne peuvent pas accepter des tarifs variables.

Deux aspects du projet de loi, à savoir l'institution d'un Comité supérieur du transport du grain et l'idée d'un "tarif fusionné", visent directement à miner le fonctionnement efficace et efficient du meilleur instrument de commercialisation du grain qui existe au monde: la Commission canadienne du blé (sections 38 à 40 incluses).

En conclusion, nous déclarons que les conséquences financières et sociales du projet de loi C-155 sur les fermiers de l'Ouest canadien sont inacceptables. Cette modification du système de transport du grain de l'Ouest placerait sur les épaules des fermiers de la prairie un fardeau intolérable qui finirait par se faire sentir dans tous les secteurs de l'économie nationale. Il va sans dire que les propositions du ministre des transports visant à remplacer le tarif statutaire du Nid-de-Corbeau ne reçoivent pas l'appui général de la population de l'Ouest du Canada.

Les fermiers de l'Ouest ont payé 131 millions de dollars pour le transport du grain d'exportation dans le cadre du tarif du Nid-de-Corbeau pour la campagne agricole 1981-82. Ce même grain représente une contribution de 6.3 milliards de dollars à la balance commerciale.

Le groupe One Times Crow Association Incorporated estime que c'est là une contribution honorable des fermiers canadiens à l'économie nationale.

Respectueusement,

pour OTCAI

Eric Upshall

Box 302, Young, Sask. S0K 4Y0

APPENDICE «TRPT - 283»

MÉMOIRE PRÉSENTÉ

AU

COMITE DE LA CHAMBRE DES COMMUNES SUR LES TRANSPORTS

AU SUJET DU PROJET DE LOI C-155

Fédération ontarienne de l'agriculture

Le 22 juillet 1983

La Fédération ontarienne de l'agriculture (FOA) est heureuse de présenter son point de vue au Comité des transports au sujet du projet de loi C-155. Plus précisément, notre mémoire porte sur les quesitons suivantes:

- (1) Indemnisation des chemins de fer
- (2) Le filet de sécurité de dix pour cent annoncé par le ministre des Transports après la première lecture du projet de loi
- (3) Limitation à six pour cent par an de la part des expéditeurs dans l'augmentation future des frais de transport ferroviaire
- (4) Limitation de la subvention du Nid-de-Corbeau et des augmentations futures dans les indemnités versées pour le transport ferroviaire au transport de 31,1 millions de tonnes de grain de l'Ouest.

1. Indemnisation des chemins de fer

La FOA est tout à fait en faveur de la proposition du projet de loi C-155 voulant que la subvention du Nid-de-Corbeau ainsi que toutes les augmentations futures des indemnités versées pour le transport ferroviaire soient remises directement aux chemins de fer. L'abandon du projet envisagé au début par l'Etat de verser les indemnités aux producteurs en fonction du nombre d'acres est conforme aux recommandations présentées par la FOA au groupe de travail le 14 octobre 1982. L'indemnisation des chemins de fer élimine la nécessité de prévoir des «versements de rajustement agricole» à accorder aux agriculteurs de l'Ouest en vue de neutraliser «l'effet de dilution». Ces versements directs aux chemins de fer garantiront que les indemnités sont réellement affectées au au transport du grain. Cette méthode permet également d'améliorer sensiblement l'indice de rentabilité du programme.

2. Filet de sécurité de dix pour cent

Il est arbitraire de limiter les frais de transport jusqu'à Thunder Bay à 10% du prix du panier de grain. Par exemple, le coût du transport du grain de maïs de Chatham à Montréal, sur une distance beaucoup plus courte, est d'environ 15% le prix de Montréal. Malgré tout, nous sommes conscients du fait que Thunder Bay ne constitue qu'une étape et qu'il faudra assumer d'autres frais de transport avant que le grain de l'Ouest n'atteigne son destinataire. Nous sommes également conscients du fait qu'un pourcentage de plus en plus important de grain américain (le principal concurrent du grain des Prairies) est acheminé via les ports du Golfe à des coûts nettement inférieurs à ceux de la Voie maritime du Saint-Laurent et des Grands lacs. Compte tenu de ces conditions, il serait peut-être prudent d'imposer une limite sur au moins une partie du coût des transports du grain de l'Ouest.

Cependant, il y a un filet de sécurité de 10% pourrait entraîner dans l'avenir des disparités dans l'affectation des ressources. On ne doit pas oublier, en outre, qu'en définitive c'est le profit net qui intéresse le producteur. C'est pourquoi nous prions instamment le Comité d'examiner la possibilité d'améliorer le programme de stabilisation concernant le grain de l'Ouest dans le cadre de la loi comme solution de rechange valable au filet de sécurité de 10%.

En résumé, nous ne nous objectons pas formellement au filet de sécurité de 10% mais à notre avis l'amélioration de la loi de stabilisation concernant le grain de l'Ouest constitue une meilleure solution.

3. Limitation à six pour cent de la part des expéditeurs dans l'augmentation des coûts

Dans notre présentation au groupe de travail, nous avons recommandé que toutes les augmentations ultérieures dans le coût du transport ferroviaire soient assumées par les expéditeurs. Cependant, la réalité politique semble devoir imposer une sorte de plafond pour l'augmentation future du coût du transport ferroviaire de manière à satisfaire les producteurs de grain de l'Ouest. Ce plafond peut être d'autant plus nécessaire qu'on ne connaît pas de façon sûre qu'elles sont les intentions des chemins de fer pour les années à venir.

Malgré tout, on est en droit de se demander pourquoi les expéditeurs de grain de l'Ouest ne devraient payer que six pour cent de l'augmentation des tarifs ferroviaires même lorsque le prix du grain augmente de plus de six pour cent. Nous recommandons que le plafond des 6 p. 100 ne s'applique pas lorsque le prix du grain de l'Ouest augmente de plus de six pour cent, permettant ainsi aux agriculteurs d'assumer une plus grande partie des coûts.

Le tableau qui suit montre les divers scénarios qui peuvent se présenter dans le cadre de notre proposition:

	<u>Scénario 1</u>	<u>Scénario 2</u>	<u>Scénario 3</u>
Augmentation réelle des tarifs ferroviaires	10%	10%	10%
Augmentation du prix du grain	8%	12%	4%
Augmentation du coût du transport ferroviaire pour les expéditeurs	8%	10%	6%

Cette proposition constitue, à notre avis, un compromis beaucoup plus juste que celui présenté par le projet de loi C-155.

4. Limitation de la subvention au transport de 31,1 millions de tonnes

Il serait peut-être utile, enfin d'examiner objectivement la proposition visant à limiter la subvention au transport de 31,1 millions de tonnes du grain. L'un des objectifs déclarés de cette recommandation est de permettre le transport d'une quantité plus importante de grain jusqu'aux élévateurs d'exportation. Jusqu'à présent, on n'a pas beaucoup discuté de la possibilité d'appliquer la subvention à tout le grain transporté, ou du moins celui destiné à l'exportation. Le fardeau de l'État, si l'on prend comme hypothèse que la subvention unitaire (à la tonne) n'est pas diluée, augmentera en proportion du volume. On peut faire valoir, cependant, que l'accroissement des exportations aura des retombées avantageuses pour l'ensemble du Canada.

Étant donné que le projet de loi C-155 s'écarte nettement (et à bon escient) de l'ancien projet d'indemnisation des pertes de richesse hypothétiques et qu'il vise maintenant davantage à subventionner le transport, nous pensons que le Comité devrait examiner la possibilité de supprimer le plafond des 31,1 millions de tonnes, en particulier pour le grain d'exportation.

APPENDICE «TRPT-284»

Le 20 juillet 1983

Monsieur Maurice A. Dionne
Député de Northumberland-Miramichi
Président du Comité permanent des transports
Chambre des communes
OTTAWA (Ontario)
K1A 0A6

Monsieur,

A la suite de notre lettre du 14 juillet, nous avons conclu qu'il pourrait être utile au Comité que nous vous décrivions plus précisément nos intérêts directs et que nous vous fassions également parvenir des commentaires de nature plus générale.

L'Ontario s'est publiquement réjoui de la décision prise par le gouvernement de régler la question du tarif du Nid-de-Corbeau, depuis longtemps irrésolue, et le problème connexe que pose la capacité du réseau national de transport par chemins de fer. Nous avons donné notre accord de principe aux recommandations de M. Gilson, dont la plupart ont été reprises dans le programme fédéral annoncé le 1er février 1983. A la suite du débat public sur la question, certaines dispositions du projet de loi C-155 s'écartent cependant des propositions Gilson et de l'orientation donnée au départ à la réforme. Ces changements semblent avoir modifié la perception des effets qu'aura ce programme de réforme sur certains secteurs, et nous devons par conséquent répéter des préoccupations que nous avons soulevées plus tôt lors du débat national sur la question.

L'avenir de l'industrie du broyage des graines oléagineuses en Ontario est un des aspects qui nous cause le plus d'inquiétude. Étant donné que le projet de loi C-155 prévoit l'inclusion de l'huile de canola dans le nouveau tarif réglementaire applicable jusqu'à Thunder Bay, nous estimons qu'il faudrait supprimer la disposition prévoyant que les produits des graines oléagineuses doivent être transportés à des taux compensatoires minimums à l'est de Thunder Bay, et assujettir plutôt ces produits aux taux commerciaux. Ce changement est nécessaire pour assurer l'avenir commercial de l'industrie ontarienne du broyage des graines oléagineuses, qui a surtout pour raison d'être de faire parvenir aux marchés de l'est canadien de l'huile et des tourteaux venant de produits agricoles cultivés dans l'Est même.

Le gouvernement fédéral avait reconnu cette préoccupation dans l'annonce qu'il a faite en février et avait accepté le principe de l'établissement de taux commerciaux pour le transport des produits des graines oléagineuses à l'est de

Thunder Bay, dans le cadre de la réforme du tarif du Nid-de-Corbeau. Pour cette raison, nous ne nous étions pas opposés à l'inclusion de l'huile de canola dans le nouveau tarif réglementaire. Bien que le projet de loi C-155 ne mentionne pas précisément la suppression des taux compensatoires minimums, votre Comité devrait être conscient des préoccupations de l'Ontario et du fait que cette question est selon nous indissociable du traitement réservé dans le projet de loi aux produits des graines oléagineuses de l'Ouest. L'industrie ontarienne du broyage des graines oléagineuses a participé à l'étude menée sur cette question sous la direction d'un expert-conseil fédéral, M. Allan, dont nous attendons le rapport final.

Nous reconnaissons les conséquences économiques du déclin du commerce mondial sur l'industrie du broyage des graines oléagineuses dans l'Ouest, mais nous hésitons à croire que nos intérêts nationaux seront protégés par une intervention sur le marché destinée à subventionner l'accès de produits supplémentaires à un marché intérieur déjà trop encombré.

Enfin, sur un sujet plus général, nous avons jugé bon d'attirer l'attention du Comité sur la déclaration contenue dans la Loi nationale sur les transports de 1967 au sujet de la politique nationale des transports; vous trouverez ci-joint le texte de l'article 3 de cette loi. Nous comprenons la complexité de la question que vous avez à étudier et la nécessité de tenir pleinement compte des intérêts de chaque région et de chaque secteur. Cependant, nous estimons que les principes énoncés dans notre politique nationale des transports sont excellents et qu'ils ont fait leurs preuves au cours des seize dernières années. Ils pourront vous servir de points de repère pour accomplir la difficile tâche qui vous a été confiée.

Finalement, je vous souhaite beaucoup de succès dans les dernières étapes de cette entreprise législative très complexe.

Je vous prie d'agréer, Monsieur, mes salutations distinguées.

(Original signé par)

Le Sous-ministre,

Harold Gilbert

LOI NATIONAL SUR LES TRANSPORTS - 1966-67, c.69, art.2.

POLITIQUE NATIONALE DES TRANSPORTS

Politique nationale des transports

3. Il est par les présentes déclaré qu'un système économique efficace et adéquat de transport utilisant au mieux tous les moyens de transport disponibles au prix de revient global le plus bas est essentiel à la protection des intérêts des usagers des moyens de transport et au maintien de la prospérité et du développement économique du Canada, et que la façon la plus sûre de parvenir à ces objectifs est vraisemblablement de rendre tous les moyens de transport capables de soutenir la concurrence dans des conditions qui assureront, compte tenu de la politique nationale et des exigences juridiques et constitutionnelles.

a) que la réglementation de tous les moyens de transport ne sera pas de nature à restreindre la capacité et l'un d'eux de faire librement concurrence à tous les autres moyens de transport;

b) que chaque moyen de transport supporte, autant que possible une juste part du prix de revient réel des ressources, des facilités et des services fournis à ce moyen de transport grâce aux deniers publics;

c) que chaque moyen de transport soit, autant que possible, indemnisé pour les ressources, les facilités et les services qu'il est tenu de fournir à titre de service public commandé; et

d) que chaque moyen de transport chemine, autant que possible, le trafic à destination ou en provenance de tout point au Canada à des prix et à des conditions qui ne constituent pas

(i) un désavantage déloyal à l'égard de ce trafic plus marqué que celui qui est inhérent à l'endroit desservi ou au volume de ce trafic, à l'ampleur de l'opération qui y est reliée ou au type du trafic ou du service en cause, ou

(ii) un obstacle excessif à l'échange des denrées entre des points au Canada ou un découragement déraisonnable du développement des industries primaires ou secondaires ou du commerce d'exportation dans toute région du Canada ou en provenant, ou du mouvement de denrées passant par des ports canadiens:

et la présente loi est édictée en conformité et pour la réalisation de ces objectifs dans toute la mesure où ils sont du domaine des questions relevant de la compétence du Parlement en matière de transport 1966-67, c.69, art. 1.

APPENDICE «TRPT-285»

Rapport entre l'industrialisation de l'Ouest
du Canada et les tarifs de transport réglementaires

M. Dennis Jones

POS Pilot Plant Corporation

SASKATOON (Saskatchewan)

Le présent document a pour objet d'examiner brièvement les divers facteurs qui influent sur la survie et la croissance de l'industrie agro-alimentaire actuelle de l'Ouest du Canada ainsi que sur l'établissement d'une nouvelle industrie, en s'attachant plus particulièrement au facteur principal, soit les tarifs de transport réglementaires (tarif du Pas du Nid-de-Corbeau), et les conséquences probables de l'élimination de ce facteur.

Le Canada est, après la Russie, le plus grand pays du monde, et ses ressources renouvelables peuvent être considérées comme ses plus précieuses possessions. L'agriculture et la foresterie pourront continuer d'être des activités viables bien après que nos sols auront été épuisés de leurs dépôts d'hydrocarbure et devront peut-être même prendre de l'expansion pour parer à l'insuffisance des ressources énergétiques à mesure que les combustibles hydrocarbonés viendront à manquer.

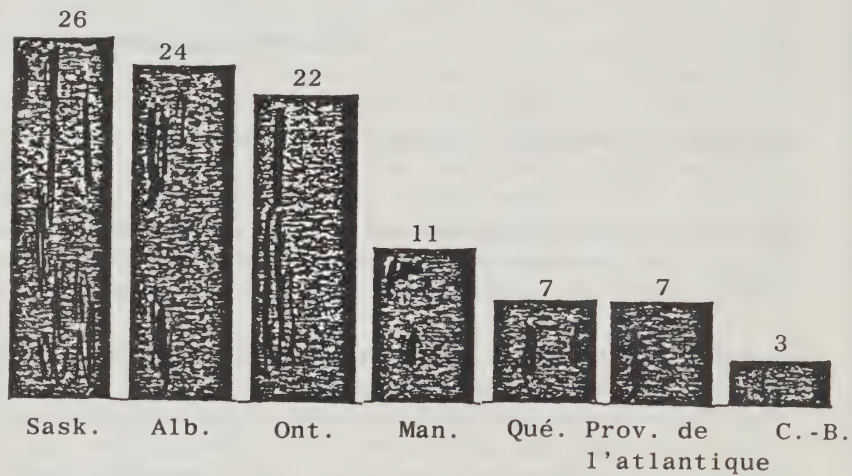
Le Canada est dans une situation particulièrement privilégiée vu sa faible population et le fait qu'environ 7% de ses terres sont consacrées à l'agriculture. Nous produisons considérablement plus d'aliments que nous ne pouvons en consommer nous-mêmes et, comme ce pourcentage d'exploitation des terres ira indubitablement en croissant par suite des progrès scientifiques, nous pouvons nous attendre à des augmentations substantielles de nos exportations alimentaires au cours des prochaines années. Par ailleurs, nous habitons un monde dont la population croît d'une façon alarmante et, bien que l'offre et la demande alimentaires à l'échelle universelle soient plus ou moins équivalentes à l'heure actuelle, la demande prendra bientôt le dessus si aucune mesure positive ne favorise l'augmentation de l'offre. Deux points valent peut-être la peine d'être soulignés. Tout d'abord, même si la situation de l'offre et de la demande des denrées alimentaires à l'échelle internationale est maintenant équilibrée, cela ne signifie pas que tous les habitants de la planète sont nourris adéquatement. Au contraire, au moins le tiers de la population mondiale souffre à l'heure actuelle de malnutrition, tandis qu'un autre tiers consomme probablement d'une façon excessive.

Voilà une conséquence prévisible des différences entre les niveaux de vie et les richesses des pays intéressés; en outre, la nature des aliments aussi bien que des systèmes de distribution influe également sur l'équité de la répartition des denrées. En deuxième lieu, le véritable problème n'est pas la quantité des denrées à proprement parler, mais plutôt des protéines. Même les pays les plus pauvres sont capables de se procurer un nombre suffisant de calories, mais la quantité de protéines qu'ils peuvent produire est limitée. La valeur biologique de la protéine est également un facteur important.

Les quatre provinces de l'Ouest représentent environ les deux-tiers du potentiel agricole canadien, et plus de 60% de ce potentiel se trouve dans les Prairies. Le plein potentiel n'a pas encore été atteint puisque environ 35 millions d'acres de terres supplémentaires peuvent être exploités avec les moyens technologiques actuels. En fait, même dans les Prairies la superficie cultivée ne

semble pas très impressionnante par rapport à la surface totale des provinces visées. Le potentiel agricole y est toutefois considérable.

POTENTIEL APPROXIMATIF DE LA PRODUCTION AGRICOLE EN POURCENTAGE DU POTENTIEL AGRICOLE TOTAL ESTIMÉ POUR LE CANADA (5)



SURFACE TOTALE DES DIVERSES CATÉGORIES DE TERRES DE L'ITC ET TERRES DES CATÉGORIES 1 A 4 CULTIVÉES DANS L'OUEST

ITC CATÉGO- RIES	- En millions d'acres -							
	MANITOBA		SASKAT- CHEWAN		ALBERTA		COLOMBIE BRITANNIQUE	
	Total Cult.		Total Cult.		Total Cult.		Total Cult.	
1	.49	.49	2.47	2.47	1.98	1.98	.25	
2	6.18	6.18	14.57	13.83	9.39	9.39	.99	
3	5.93	4.69	23.22	21.50	15.07	12.11	2.47	
4	5.93	1.48	9.39	8.90	22.98	5.68	5.19	
Sous- total	18.53	12.84	49.65	46.70	49.42	29.16	8.90	1.91

Mais, quoique l'Ouest contribue énormément à la production des matières premières renouvelables, la transformation de ces matériaux est principalement effectuée dans l'Est du Canada ou à l'étranger. Cette inégalité doit être supprimée au cours des prochaines années.

Autrement dit, il faut augmenter la valeur de nos matières premières au Canada, de préférence dans les provinces où elles sont extraites.

Il est une autre inégalité qu'il ne nous faut pas oublier, mais à laquelle nous ne pouvons rien; c'est que le bétail, et bien sûr ses produits tels les oeufs et le lait, pour être agréable au goût et comestible, n'a besoin tout au plus que d'une légère transformation. Les plantes, quant à elles, requièrent généralement beaucoup plus d'attention de la part des technologues de l'alimentation avant d'être acceptables au got et comestibles. Il faut en chercher la raison dans la nature; les animaux, doués de la faculté de sensation, peuvent éviter de se faire manger en se battant, en s'enfuyant ou en se cachant; les plantes n'ont pour seule défense que d'avoir mauvais goût ou d'être tout à fait toxiques, et de se reproduire abondamment. C'est bien à un point de vue, puisque cela signifie que les produits de la terre peuvent être bien plus nombreux que le bétail; en outre, les plantes constituent bien entendu les premiers maillons de la chaîne alimentaire. En d'autres termes, si nous désirons atteindre une production alimentaire maximale, nous avons intérêt à cultiver nos terres et à soigner notre bétail intensément. C'est pourquoi nous dépendons beaucoup de l'industrie de la transformation.

Si nous admettons que la transformation est une activité nécessaire, quels sont les facteurs qui favoriseraient la transformation dans l'Ouest du Canada? Voici brièvement exposés certains des principaux facteurs favorisant l'établissement d'usines de transformation dans l'Ouest:

1. Proximité du lieu de production

L'Ouest représente plus de 60 % du potentiel agricole du pays, mais seulement un faible pourcentage du potentiel de transformation.

2. Faibles couts énergétiques

Ce facteur s'applique à l'ensemble du Canada à l'heure actuelle; l'énergie y est considérablement moins chère qu'en Europe. Il se pourrait également qu'au cours des prochaines années les prix énergétiques dans l'Ouest soient inférieurs à ceux en vigueur dans l'Est du pays.

3. Disponibilité de la main d'oeuvre et réserve stable de travailleurs

L'Ouest connaît à l'heure actuelle un certain chômage, et l'établissement progressif d'une infrastructure industrielle permettrait d'occuper nombre de ceux qui iront autrement chercher fortune ailleurs.

4. Disponibilité de Fonds du gouvernement ou du secteur privé

L'Ouest peut déjà facilement obtenir des capitaux pour établir de nouvelles entreprises, et ce sera encore plus facile si le tarif du Pas du Nid-de-Corbeau est supprimé.

5. Ressources technologiques

- Universités
- Instituts de recherches provinciaux
- Établissements gouvernementaux (Agriculture Canada, Conseil national de recherches)
- Industrie existante
- POS Pilot Plant Corporation
- Centre de développement des produits alimentaires canadiens

6. Potentiel inexploité

Il nous faut tenir compte du fait que nous n'avons pas encore exploité tout notre potentiel agricole. Mis à part les 35 millions d'acres de terre de l'Ouest appartenant aux catégories 1 à 4 de l'inventaire des terres du Canada (ITC) qui ne sont pas encore exploités et l'expansion de nos cultures actuelles qui suivra le développement de la technologie agricole, nous devons prévoir de nouvelles cultures qui permettront une diversification, ainsi que la production de nouveaux produits agricoles importants. Les possibilités qu'offre le triticales n'ont pas encore été convenablement prises en considération, que ce soit comme culture ou comme matière première nécessitant une transformation. Par ailleurs, nous pourrions avoir, en moins de dix ans, une intéressante nouvelle variété de plante oléagineuse telle la Evening Primrose; l'Europe s'y intéresse déjà et, comme elle pousse comme mauvaise herbe dans l'Ouest du Canada, elle pourrait représenter un certain potentiel comme culture de l'avenir. De plus, on envisage de cultiver les plantes halophytes, ce qui nous permettrait non seulement d'exploiter les trois millions d'acres de sols salins des Prairies, mais également d'adapter ces sols pour y cultiver ultérieurement des végétaux traditionnels.

Par conséquent, un certain nombre de facteurs favorisent l'établissement d'usines de transformation secondaire dans les Prairies. Cependant, certains facteurs négatifs contrebalancent à l'heure actuelle ces facteurs positifs:

1. Les transports et les tarifs réglementaires

Lorsque nous transformons ou exportons telles quelles nos matières premières, nous avons besoin de moyens de transport, et la quantité des produits est si grande que nous devons compter surtout sur les chemins de fer; il en sera toujours ainsi. Malheureusement, l'avenir du transport ferroviaire dépend quant à lui de l'avenir du projet de loi du Pas du Nid-de-Corbeau; la capacité de transport ferroviaire du CN et du CP ne suffira bientôt plus si d'importantes améliorations ne soit pas apportées aux voies ferrées. Or, tant que les compagnies ferroviaires ne recevront pas une compensation adéquate pour l'expédition de matières premières agricoles, leurs liquidités ne suffiront pas à financer les améliorations requises.

Bien entendu, si nous transformions davantage de matières premières dans les Prairies, de manière à vous retrouver avec une plus petite quantité d'ingrédients mais ayant une valeur supérieure, le problème serait quelque peu atténué. Toutefois, les tarifs réglementaires découragent l'établissement d'usines de transformation dans les Prairies. À certaines époques, ils ont même eu pour effet de menacer l'existence des industries de transformation dont nous étions déjà dotés (trituration des oléagineux).

Quelles sont les solutions de rechange? Le transport routier est dispendieux, mais on y a quand même recours à l'heure actuelle, et certaines sociétés font parvenir leurs produits par camion à Thunder Bay. Le camionnage deviendra certainement économiquement viable pour des brefs parcours si nous réussissons à promouvoir l'implantation d'usines de transformation secondaire dans l'Ouest.

Le transport aérien n'est pas à l'heure actuelle une solution de rechange viable, étant donné son coût élevé et sa faible capacité. Cela pourrait toutefois changer. Une société britannique jouissant d'un bon appui potentiel entend construire des dirigeables fonctionnant à l'hélium et à l'air chaud pouvant transporter une charge utile de 200 tonnes à une vitesse de 150 milles à l'heure. Ces dirigeables représentent pour le Canada une intéressante solution de rechange pour les 20 prochaines années.

Le transport maritime n'a que peu d'intérêt pour les provinces des Prairies, à moins que l'on soit disposé à creuser un canal rejoignant les Grands Lacs ou le Mississippi. Le transport par pipeline est une possibilité intéressante en théorie pour le transport de certains produits. Néanmoins, il reste que le transport ferroviaire, à condition que la capacité soit adéquate, est encore la solution qui nous permettra le mieux de répondre à nos futurs besoins sur le plan du transport. Il est impératif toutefois, que les tarifs de transport ne défavorisent pas les biens

de transformation, car il n'y aurait guère autrement de raison d'effectuer une transformation sur place.

2. Importance limitée des marchés locaux

Si nous réussissons à implanter des entreprises de transformation secondaire dans les Prairies, les marchés se développeront également. A l'heure actuelle, le marché local ne peut faire vivre que de petites entreprises.

3. Possibilités limitées pour l'écoulement des sous-produits

En règle générale, la transformation génère une quantité de produits et de sous-produits. Les succès ou les échec peuvent dépendre de l'aptitude à trouver une utilisation pour les sous-produits. Autrement dit, il faut mettre sur pied une infrastructure d'industries de transformation pour exploiter au maximum les ressources.

4. Pénurie d'industries et de services auxiliaires

La transformation rend nécessaire l'existence de services comme les fabriques d'emballages.

5. Absence de plans stratégiques intégrés a long terme

L'industrialisation optimale dans l'Ouest devrait faire l'objet d'un plan stratégique à long terme.

6. Résistance aux changements

On fait trop souvent obstacle sans raison valable aux changements.

Cela dit, il est clair que le développement économique futur de l'Ouest, je veux dire par là l'industrialisation dans le secteur agro-alimentaire, dépend dans une très large mesure du système de transport tant en termes de rendement que de barèmes des tarifs. Bien que nous ayons insisté plus haut sur le rendement, ce problème particulier dépend ensuite du barème des tarifs de transport. Ainsi, le facteur le plus important qui influera sur notre développement économique, ce sont les tarifs réglementaires. Les maintenir, c'est confiner l'Ouest dans un rôle où l'industrie a peu de place. Les abolir, c'est ouvrir la porte à une très grande expansion dans l'Ouest.

La disparition du tarif du Nid-de-Corbeau n'est pas, il va sans dire, une mince affaire. Que pourrait-il nous apporter en termes de croissance économique? Peut-être devrions-nous considérer brièvement les parties qui sont les principaux intéressés dans cette affaire:

Il y a tout d'abord les sociétés ferroviaires, puisque presque 20 % des marchandises qu'elles transportent sont des matières premières agricoles et en demi-produits expédiés au tarif du Nid-de-Corbeau. Cette partie importante de leur capacité consacrée au mouvement des grains génère moins de 10 % de leurs revenus compte tenu des subventions au titre des embranchements, et cette proportion tombe à moins de 5 % des revenus si les subventions au titre des embranchements sont exclues. Pour analyser cette situation, il faut savoir qu'il y a un accroissement de la demande pour l'expédition d'autres produits pour lesquels des taux compensatoires sont applicables et que, d'autre part, comme le réseau de transport ferroviaire est utilisé à l'heure actuelle à pleine capacité dans de nombreuses régions, il faudra consentir des investissements massifs au cours de la prochaine décennie afin d'accroître le rendement et répondre ainsi la demande prévue.

Vient ensuite l'agriculteur qui touche en gros le prix à l'exportation pour son grain, moins les coûts de transport, et qui peut donc s'attendre à une diminution de ses revenus si le tarif du Nid-de-Corbeau est remplacé par des taux compensatoires. Enfin, il y a les entreprises de transformation secondaire, lesquelles, pour acquérir le matériel nécessaire à la transformation, doivent offrir des prix comparables à ceux que l'agriculteur peut obtenir sur les marchés d'exportation, bien que, dans la plupart des cas, elles doivent payer des taux compensatoires complets pour transporter leurs produits vers les marchés.

Il ressort donc que la disparition du tarif du Nid-de-Corbeau doit se faire de telle manière que:

1. Les sociétés ferroviaires obtiennent une compensation qui leur permettra d'effectuer les investissements nécessaires à l'augmentation de leur rendement.
2. Les répercussions sur le revenu agricole soient réduites au minimum et que des avantages à plus long terme soient garantis.
3. Des conditions soient créées pour faciliter l'établissement et le développement d'activités de transformation secondaire dans les provinces des Prairies.

Il faudrait également remarquer que l'augmentation des activités du secteur de la transformation dans les provinces des Prairies contribuera en lui-même, bien que succinctement, à résoudre les problèmes de rendement des sociétés ferroviaires, étant donné qu'on peut s'attendre qu'une partie des matières premières expédiées en vrac à l'heure actuelle soit remplacée par des volumes

moins importants de produits dont la valeur serait accrue, qu'il s'agisse de produits semi-finis ou de produits finis.

La suppression du tarif du Nid-de-Corbeau aurait des répercussions complexes, quoique bénéfiques, sur les activités de transformation secondaire dans l'Ouest. Elle aurait comme répercussion directe immédiate le fait que l'industrie pourrait mieux soutenir la concurrence sur le marché de l'exportation lorsqu'elle voudrait acquérir des matières premières sur le marché. Étant donné que les prix nets des matières premières exportées (c'est-à-dire le prix à l'exportation moins le coût du transport) chuteraient, les prix des matières premières pour la transformation sur place connaîtraient le même sort. Ils pourraient, toutefois, se stabiliser à un niveau un peu plus élevé que celui auquel se situe à l'heure actuelle les prix nets à l'exportation, étant donné que les prix actuels du transport des produits transformés seraient inférieurs à celui des matières premières. Ainsi, les produits canadiens dont la valeur se serait accrue après une transformation secondaire dans l'Ouest deviendraient plus concurrentiels sur les marchés locaux, nationaux et internationaux, étant donné la baisse du coût des matières premières.

La disponibilité des matières premières pour la transformation serait plus grande et il n'y a aucun doute que notre industrie du broyage des oléagineux en tirerait profit. Enfin, les nouvelles conditions économiques favoriseraient la création de nouvelles usines de transformation secondaire pour les produits dont le transport était assujéti au tarif du Nid-de-Corbeau.

On peut s'attendre en outre à des avantages indirects importants. En effet, la disparition du tarif du Nid-de-Corbeau supprimerait un obstacle à l'expansion économique logique et naturelle de l'Ouest du Canada. Elle diminuerait également grandement la nécessité d'un système de contingentement et entraînerait des changements avantageux pour l'agriculture des Prairies, en éveillant l'intérêt pour d'autres cultures que celles auxquelles s'appliquent à l'heure actuelle les tarifs de transport réglementaires. Voilà qui favoriserait la conception d'un modèle agricole normal et de nouvelles industries de transformation secondaire et qui, enfin, aurait des répercussions favorables sur notre sol ainsi que sur nos méthodes agricoles, notamment pour l'exploitation des cultures fixatrices d'azote et la réduction des jachères d'été.

On peut donc constater que la suppression du tarif du Nid-de-Corbeau aurait des répercussions importantes et d'une grande portée sur l'industrialisation de l'Ouest, en particulier pour l'industrie alimentaire et les entreprises de céréales fourragères, tant celles déjà établies que les autres. Cette impulsion donnée à l'industrialisation pourrait ensuite, sur une plus longue période, stimuler la demande de matières premières de sorte que les agriculteurs en profiteraient à la longue en augmentant leur productivité, tout particulièrement dans les régions où jusqu'à 35 % des terres sont mises en jachère l'été à l'heure actuelle et dans celles où les terres pauvres ne

peuvent être consacrés qu'à des cultures spécialisées qui revêtent peu d'importance dans la situation actuelle.

Que pourrions-nous donc attendre de façon concrète de la disparition de notre sacro-saint tarif du Nid-de-Corbeau? Nous devrions peut-être considérer quelques exemples:

Le Canola (colza) est le principal oléagineux broyé dans l'Ouest du Canada mais, en ce qui concerne le prix, les sociétés de broyage se trouvent dans une position désavantageuse lorsqu'il s'agit d'obtenir le canola pour le broyage; elles auraient besoin de hausser les prix de vingt à trente dollars la tonne pour soutenir la concurrence avec le colza destiné à l'exportation ou expédié dans l'Est du Canada. Dans ce cas, les produits transformés se vendraient à des prix qui ne seraient plus compétitifs par rapport à ceux d'autres huiles végétales et farines à forte teneur en protéines. Un problème se pose également lorsqu'il s'agit d'obtenir du colza en quantité suffisante, car l'exportation ou l'expédition vers l'Est est plus rentable pour l'agriculteur et celui-ci préfère de toute évidence cette option. Le système de contingentement n'a pas réussi à corriger cette situation, et l'on craint que, si l'on ne parvient pas à résoudre le problème des tarifs réglementaires, on assiste à l'effondrement de l'industrie du broyage des oléagineux dans l'Ouest.

La suppression des tarifs réglementaires aurait comme premier effet d'accroître les réserves de colza pour la transformation et d'assurer ainsi la survie de l'industrie. La disponibilité du colza sera améliorée au départ si l'on fait disparaître le prix avantageux pour le colza destiné à l'exportation. On facilitera ainsi la tâche aux sociétés de broyage pour l'obtention des matières premières. A moyen terme, on pourrait s'attendre à une hausse de la superficie consacrée à la culture du canola. A l'heure actuelle, l'agriculteur a plutôt tendance à se tourner vers les grains bénéficiant du tarif réglementaire plutôt que de cultiver du canola qui peut être transformé sur place, que ses terres conviennent ou non à la culture de cette variété de colza. La suppression du tarif du Nid-de-Corbeau entraînerait la disparition d'un obstacle au choix de la culture.

Les prix de la farine de canola souffriraient, il va sans dire, de la suppression des tarifs réglementaires étant donné que celle-ci peut à l'heure actuelle être transportée vers l'Est à ces tarifs. En effet, la farine de canola serait dans une position désavantageuse par rapport à la farine de soya dans l'Est du Canada et sur les marchés d'exportation. Toutefois, il y a toutes raisons de croire qu'on pourrait utiliser beaucoup plus de farine de canola dans l'Ouest que ce n'est le cas à l'heure actuelle. Le Midwest américain représente également un marché facilement accessible pour nous.

La situation en ce qui concerne l'huile de canola ne changerait pas tellement, mais une production accrue pourrait entraîner une plus grande transformation en vue de l'obtention de produits comme la margarine et les huiles à salade. Une fois de plus, en l'absence du tarif du Nid-de-Corbeau,

la fabrication de ces produits à valeur ajoutée dans l'Ouest présenterait un attrait économique.

La suppression du tarif du Nid-de-Corbeau aurait donc principalement pour effet d'ouvrir des perspectives de survie et de croissance aux entreprises de broyage du canola qui pourraient en outre espérer transformer leur huile en d'autres produits de consommation. A mesure que la technologie progressera, on s'attend également qu'un petit marché s'ouvrira pour le canola en tant qu'aliment à teneur élevée en protéines.

La situation est analogue pour les autres graines oléagineuses de l'Ouest, exception faite de la fève de soja et de la moutarde. L'abolition du régime tarifaire statutaire favoriserait le développement de la production et du traitement de la fève de soja dans le sud du Manitoba, car les taux actuels ne s'y appliquent pas et elle se trouve par conséquent dans une position désavantageuse par rapport aux autres graines oléagineuses. La suppression du tarif du Pas du Nid-de-Corbeau éliminerait donc un obstacle artificiel à l'essor d'une industrie axée sur le soja dans l'Ouest. Elle éliminerait également obstacle à une plus grande exploitation de la moutarde qui, avec la technologie appropriée, pourrait devenir une graine oléagineuse d'intérêt pour l'industrie de la transformation.

En ce qui concerne les céréales, la situation n'est pas aussi évidente: en dépit des avantages que présente le tarif du Nid-de-Corbeau, la mouture à des fins d'exportation n'est pas particulièrement intéressante dans l'Ouest, et le gros de la production de blé devrait à l'avenir, que le tarif survive ou non, être écoulé sur les marchés locaux.

L'abolition du tarif du Nid-de-Corbeau devrait toutefois favoriser la mise au point de techniques plus perfectionnées pour le traitement du blé, et notamment pour la production de gluten. Le gluten canadien est très demandé sur les marchés mondiaux, mais nos installations actuelles de production ne nous permettent pas de répondre à cette demande, en partie à cause des quotas. En l'absence d'un tarif statutaire, l'idée de transformer le blé ou les sous-produits de la mouture en vue d'obtenir une quantité beaucoup plus petite de produits de grande valeur devient intéressante, notamment si on la combine à celle d'installations de fermentation pour convertir l'amidon en combustibles liquides.

Des considérations semblables s'appliqueraient à d'autres céréales, quoique la situation à cet égard est assez vague. Le gluten du blé a une valeur commerciale sûre, à cause de ses propriétés uniques, mais nous ne savons pas encore si d'autres protéines céréalières ont des propriétés qui en feraient des produits de valeur.

La conséquence la plus heureuse de l'abolition du tarif du Nid-de-Corbeau serait probablement un regain d'intérêt pour la culture des légumineuses. Le régime tarifaire statutaire a presque paralysé l'évolution naturelle de cette culture dans l'Ouest du Canada. Son abolition ferait de la culture des

légumineuses, dans de nombreuses régions des Prairies, un choix intéressant qui pourrait mener à un élargissement substantiel de la superficie cultivée. Cela serait bon pour nos terres et permettrait de produire des matières premières à des fins de transformation. Nous pourrions obtenir beaucoup plus de protéines par acre si nous cultivions des légumineuses, et la technologie est déjà en place pour les transformer en concentrés ou en isolats de protéines.

Un exemple s'impose peut-être ici: une acre de terre donne environ 1,4 tonne de blé valant environ 320 \$ pour l'agriculteur. Une acre peut également donner deux tonnes de pois valant environ 640 \$, ou 1,2 tonne de fèves (selon la variété) valant environ 600 \$. Si on y cultive du blé, on obtient environ 360 livres de protéines par acre, chiffre qui passe à 1 000 livres si on y cultive des pois, et la valeur en est de 1050 \$ après la transformation. En y cultivant des fèves, on obtient 600 livres de protéines par acre et la valeur est la même après le traitement. En outre, les propriétés de fixation de l'azote des légumineuses réduisent les besoins d'engrais et la protéine de légumineuse offre des avantages nutritifs.

Les produits végétaux à haute teneur en protéines présentent peu d'intérêt commercial au Canada à l'heure actuelle, mais les besoins mondiaux augmentent et nous pourrions être en mesure d'en satisfaire une bonne partie au cours des décennies à venir. Il est également évident que les protéines des légumineuses se révéleront très utiles ajoutées à la viande, et nous pouvons nous attendre à ce que les salaisons canadiennes commencent bientôt à faire grand usage de protéines végétales dans leurs produits à base de viande pulvérisée.

A l'heure actuelle, quelques entreprises de l'Ouest du Canada produisent des protéines de légumineuses, sous forme de concentrés (à sec) ou d'isolats (par la voie liquide). La suppression du tarif serait le coup de pouce nécessaire à l'expansion de ces entreprises et à l'établissement de nouvelles industries.

Une analyse de ce genre ne serait pas complète s'il n'y était pas fait allusion à d'autres types d'entreprises du secteur agro-alimentaire. Il existe dans l'Ouest des entreprises qui produisent des biens de consommation directement ou à partir d'ingrédients. Elles desservent en général les marchés locaux et sont désavantagées par le fait qu'elles doivent obtenir des matières premières, auxquelles s'applique le tarif du Nid-de-Corbeau, à des prix plus élevés que si le problème du tarif statutaire était réglé. Mentionnons, à titre d'exemples, les fabriques de pâtes et d'aliments pour animaux. Ces entreprises jouiraient d'une plus grande viabilité économique si le tarif était aboli et elles seraient en mesure de se tailler une place sur les marchés nationaux et les marchés d'exportation; par la même occasion, le consommateur bénéficierait de prix plus bas sur les marchés locaux.

La croissance et la diversification des industries de transformation alimentaire et d'aliments pour animaux dans l'Ouest nécessiteront également l'établissement d'entreprises de service, notamment de fabriques d'emballages.

Les industries alimentaires actuelles font habituellement affaire (par l'entremise d'agents) avec des entreprises de l'Est du Canada ou de la Colombie-Britannique, mais l'industrialisation qui devrait suivre l'abolition du tarif du Nid-de-Corbeau justifiera l'établissement de telles fabriques auxiliaires dans les Prairies mêmes. Connaîtront également un essor les industries se livrant à l'exploitation des sous-produits de l'industrie du traitement alimentaire, comme la production de carburol (à partir d'amidon et de produits celluloseux), de produits chimiques légers et, peut-être, de produits pharmaceutiques.

Une autre conséquence de la diversification de l'agriculture qui découlerait de l'élimination du tarif du Nid-de-Corbeau serait l'expansion des industries offrant des services à l'agriculteur, notamment celle de la machinerie agricole.

Bref, les effets immédiats de la suppression du tarif du Nid-de-Corbeau sembleraient être une viabilité accrue des industries existantes, en particulier du broyage des graines oléagineuses, et, à plus long terme, l'établissement d'autres industries dans les secteurs de la fabrication d'ingrédients (par exemple, gluten du blé, protéines céréalières, protéines de légumineuses), des produits de consommation (par exemple, pâtes, aliments pour le petit déjeuner, collations, aliments pour animaux) et des aliments pour les bestiaux.

Cette croissance s'accompagnera de la création d'entreprises de services (par exemple de fabriques d'emballages) et également d'entreprises auxiliaires capables d'exploiter les sous-produits des usines de transformation (production de carburol, produits chimiques).

Il s'en suivra également un changement dans l'agriculture, l'accent étant davantage mis sur la culture des légumineuses et des terres pauvres et le labourage des jachères. Parallèlement, il faudrait également que soient stimulées les sociétés qui desservent l'agriculteur. La suppression du tarif devrait donc en dernier ressort profiter également à l'agriculteur, même s'il cessait de bénéficier de l'aide du gouvernement.

Il importe de noter que ces avantages pour l'industrie de l'Ouest s'accompagneront d'inconvénients pour l'industrie de transformation dans l'Est, mais que le Canada en bénéficiera dans l'ensemble.

Les exemples donnés ne sont pas exhaustifs; une évaluation détaillée (sur les plans technologique et économique) de chacune des cultures de l'Ouest du Canada mettrait sans doute en lumière de nombreux autres exemples de produits à valeur ajoutée auxquels il y aurait lieu de s'intéresser en l'absence des tarifs de transport statutaires. Cependant, tout porte à croire que l'abolition du tarif du Nid-de-Corbeau favorisera à long terme le développement économique de l'Ouest du Canada.

(Original signé par)
Denis Jones

APPENDICE «TRPT-286»

R.L. BANKS & ASSOCIATES, INC. 900 17th Street, N.W., Washington, D.C. 20006
(202)296-6700

Le 1er septembre 1983

Mademoiselle Santosh Sirpaul
Greffier du Comité permanent des transports
Pièce 514, Édifice Wellington
Chambre des communes
Ottawa (Ontario)
K1A 0A6
CANADA

Mademoiselle,

Lorsque j'ai comparu devant le Comité le 24 août dernier, on m'a demandé de fournir les renseignements suivants: (1) une estimation du rapport entre les revenus et les coûts pour ce qui concerne le transport des grains aux États-Unis, particulièrement sur la ligne Soo, et (2) une estimation du montant par lequel serait réduite la «subvention du Nid-de-Corbeau», qui est évaluée à 564,5 millions de dollars, au paragraphe 34(1) de la Partie II du projet de loi C-155, si les modifications que j'ai proposées aux estimations de Snavelly, King & Associates (SKA) étaient appliquées.

(1) Rapport entre les revenus et les couts - Ligne Soo

Je ne dispose pas de données précises sur la ligne Soo et je ne peux pas en obtenir avec promptitude; cependant, les données officielles pour les sociétés ferroviaires de l'Ouest ont été publiées. Or, je ne crois pas que la ligne Soo soit bien différente des autres lignes de la région. En 1975, l'Interstate Commerce Commission (ICC) publiait un document intitulé Rail Revenue Contribution by Commodity and Territory for the Year 1972 (publication no 1S3-72). Pour le transport du blé dans l'Ouest, le rapport entre les revenus et les coûts variables était de 173,1%. Le rapport entre les revenus et les coûts pleinement ventilés (soit le total des coûts variables et de l'allocation versée en fonction du coût constant par l'ICC pour les tonnes et les tonnes-milles) était de 120,4%, ce qui laisserait croire que les coûts pleinement ventilés sont toujours de 43,8% supérieurs aux coûts variables. En 1980, A.T. Kearney Inc. a préparé pour la Commission une étude sur le transport en 1977; il s'agit de l'étude publique la plus récente à ce sujet. Le rapport entre les revenus et les coûts variables pour le blé provenant de l'Ouest y a été établi à 179,8%. Puisque l'inflation a une incidence sur les

taux et les coûts, il semble fort probable que le rapport entre les revenus et les coûts variables se situe dans la fourchette de 170 à 180%. A.T. Kearney Inc. n'a pas déterminé le rapport entre les revenus et les coûts pleinement ventilés, mais celui-ci est probablement comparable également à celui de 1972.

(2) Réduction de la «subvention du Nid-de-Corbeau»

La «subvention du Nid-de-Corbeau» correspond à une estimation de la différence entre les frais de transport et les revenus. Dans mon étude du rapport présenté par SKA sur les coûts et les revenus en 1980 pour le transport des grains, j'ai relevé un certain nombre de surévaluations des coûts. Si ces surévaluations se reflètent dans l'estimation des coûts sur laquelle est fondée la «subvention du Nid-de-Corbeau», il en résulte que celle-ci est gonflée et qu'elle le sera davantage encore par l'augmentation du volume et l'inflation. Je dois remercier M. John Heads, directeur administratif du Comité des transports par chemin de fer de la Commission canadienne des transports, de m'avoir aidé à déterminer laquelle des corrections que je proposais aux estimations des coûts pour 1980 s'appliquait à la «subvention du Nid-de-Corbeau». Il m'a de plus fourni une estimation de la mesure dans laquelle la croissance des activités de transport et l'inflation feraient augmenter les montants pertinents.

Voici les rajustements que j'ai apportés à l'estimation des coûts variables.

(Millions de dollars)

a.	Coût du capital à 25,43% SKA	124
	Estimation - RLBA	69
	Excédent	<u>55</u>

Toutefois, la «subvention du Nid-de-Corbeau» est fondée sur un taux du coût du capital de 20,5 %, ce qui réduit l'excédent à 30 millions de dollars.

- b. SKA a ajouté un montant de 35 millions pour l'entretien normalisé. RLBA a considéré ce montant non dépensé comme un excédent. Comme la «subvention du Nid-de-Corbeau» est fondée sur les frais d'entretien réellement engagés, cet excédent est exclu.
- c. SKA a ajouté 6 millions de dollars pour l'amortissement des installations des embranchements. L'ordonnance sur les frais exclut les amortissements du genre. RLBA a considéré ce montant comme un excédent, mais il en est tenu compte dans le calcul de la «subvention du Nid-de-Corbeau».

- d. SKA a inclus 9 millions de dollars pour les coûts du capital et d'amortissement prévus pour la remise en état des embranchements; de fait, ce montant n'a pas été versé par les sociétés ferroviaires et il n'en est pas tenu compte dans la «subvention du Nid-de-Corbeau».
- e. SKA évalue à 2 millions de dollars le transport des grains par les Northern Alberta Railways. La réduction de ce montant en fonction de la diminution des coûts pour l'expédition directe des grains par le CN et le CP entraînerait une correction de 1 million de dollars.

Le total du rajustement applicable aux coûts variables est le suivant:

- a. 30 millions de dollars
- b. 6 millions de dollars
- c. 1 million de dollars

37 millions de dollars

Pour prévoir une marge pour l'accroissement du transport et l'inflation, et à la suite des corrections apportées aux coûts variables estimés ce montant est donc porté à 44 millions de dollars.

Aux termes de son mandat, SKA devait évaluer une ventilation des coûts constants mais a à juste titre fait remarquer que cela ne revenait pas à calculer le coût de revient, mais bien à définir un rapport. SKA a appliqué un taux de 22,5 % aux coûts variables rattachés au volume et aux lignes ferroviaires pour obtenir une allocation de 154,6 millions de dollars. La «subvention du Nid-de-Corbeau» est fondée sur un taux de 20 %, mais seulement pour les coûts variables rattachés au volume. Ce montant s'élèverait à 116,5 millions de dollars. Lorsque j'ai comparé devant le Comité, j'ai réitéré l'avertissement de SKA selon lequel la répartition des coûts permet de définir le taux et non pas de calculer le coût de revient. Ainsi, si cette ventilation est faite, elle devrait être de l'ordre de 6 % à 15 %, disons 10 %, des coûts variables afférents au volume. Ceux-ci représenteraient la moitié des 116,5 millions de dollars sur lesquels est fondée la «subvention du Nid-de-Corbeau», soit 58,25 millions de dollars.

Au total, la réduction de la «subvention du Nid-de-Corbeau» serait la suivante:

44 millions de dollars au titre de la réduction de
l'estimation des coûts variables
58 millions de dollars au titre de la réduction de
l'allocation des coûts constants

102 millions de dollars

Je vous suis fort reconnaissant de m'avoir permis de comparaître devant le Comité. J'espère que cette lettre vous fournira les réponses aux questions qu'on m'avait posées et aidera le Comité dans son étude du projet de loi C-155.

Je vous invite à communiquer avec moi si vous désirez obtenir de plus amples renseignements et vous prie d'agréer, Mademoiselle, mes salutations distinguées.

(Original signé par)
Robert L. Banks

c.c.: M. John Heads
M. Carl Snavely

APPENDICE "TRPT-28 7"

MÉMOIRE AU COMITÉ DU TRANSPORT

AU SUJET DU PROJET DE LOI C-155

PRÉSENTÉ PAR

THE RESEARCH ACTION AND EDUCATION CENTRE

DE REGINA (SASKATCHEWAN)

LE 20 JUILLET 1983

Nous vous remercions de nous fournir la possibilité de présenter au Comité notre point de vue au sujet du Projet de loi C-155. Il est clair que certains passages de ce Projet de loi affecteront sérieusement non seulement le transport du grain dans l'Ouest, mais également la structure agricole et certains secteurs de l'économie canadienne. Nous appuyons fermement le Comité dans ses efforts pour connaître l'opinion du plus grand nombre de personnes sur ce Projet de loi.

Compte tenu des sommes très importantes consacrées aux études qui ont mené à la présentation du Projet de loi C-155, on pourrait croire que la portée et les aménagements en ont été évalués avec soin. À notre avis, la plupart des ces travaux de recherche contiennent de graves erreurs et leur champ d'application est étroit et biaisé de sorte que les résultats manquent de crédibilité. Cet ensemble de travaux de recherche confus et mal exécutés présenté à l'appui du Projet de loi rendra la tâche du Comité encore plus ardue.

Est-il raisonnable d'espérer que le Comité du transport puisse voir clair dans cet amas de données? L'évaluation des conséquences probables de ce projet de loi représente une lourde tâche par rapport aux maigres ressources du Comité. À ce stade-ci de l'adoption du projet de loi, la tentation serait de corriger les failles mineures, alors qu'il faudrait savoir si le Projet de loi C-155 devrait exister compte tenu des autres possibilités qui s'offrent.

La partisanerie politique tout autant que l'influence inégale des sociétés sur les institutions politiques du pays nuisent sérieusement à toute possibilité d'évaluation objective des conséquences réelles de ce Projet de loi sur la population et sur le pays.

Résumé

Sous soutenons que le Projet de loi C-155 ne devrait pas être adopté. Ses ramifications plus profondes sont tout à fait négatives et le texte comprend des procédures et des pratiques législatives qui pourraient porter un dur coup à la réglementation et au développement d'un secteur de transport moderne et efficace dans l'économie canadienne. Depuis la Seconde Grande guerre, la concentration des ressources agricoles a dominé l'évolution socio-économique du monde agricole. Le Projet de loi C-155 aura pour effet d'accroître de façon importante le rythme de la concentration ou de réduire le revenu agricole ou encore de produire un effet combiné des deux. Dans un cas comme dans l'autre, la qualité de la vie rurale en souffrira. La viabilité des collectivités rurales sera menacée et la disparité des revenus des exploitants agricoles entre les collectivités locales et surtout entre les sous-régions provinciales des Prairies s'accentueront. Nous soutenons que le Projet de loi C-155 n'est pas la meilleure façon de restructurer l'économie agricole des prairies ni d'améliorer le mode de vie que les familles ont hérité, en partie, des promesses de législation à l'époque de la colonisation. La préférence irait nettement à un réseau ferroviaire public conçu pour servir les intérêts du public. L'octroi d'une prime de l'état aux compagnies de chemin de fer n'est pas du tout nécessaire si l'on tient compte de leur mauvaise gestion historique, mais même cette solution serait préférable à l'adoption du Projet de loi C-155 qui intervient dans la structure agricole et le mode de vie de toute une classe de gens sous prétexte d'améliorer le transport du grain de l'Ouest.

Enfin, le Projet de loi C-155 justifie des dépenses, une réglementation et éventuellement des pratiques de gestion plus ou moins précises, non éprouvées et totalement inappropriées aux objectifs poursuivis. À toutes fins pratiques, la législation garantirait un profit aux compagnies de chemin de fer et rendrait tous les efforts de réglementation plus difficiles et plus inutiles que jamais. Tout cela ajouté aux contraintes imposées à CP Rail ne ferait que perpétuer la mauvaise gestion du transport ferroviaire au Canada.

Législation proposée

Nous croyons que le Projet de loi C-155 apportera des modifications importantes au système de transport du grain. En voici quelques-unes:

1. Le tarif statutaire traditionnel et stable du Nid-de-Corbeau sera aboli et remplacé par un tarif déterminé par règlement. Antérieurement, la CCT, le ministre et les chemins de fer étaient les premiers artisans du processus de réglementation, mais le Projet de loi C-155 fait intervenir plusieurs autres personnes comme l'administrateur de l'Office de transport du grain et,

Commission canadienne du grain, la Commission canadienne du blé et les compagnies d'élevateurs primaires. Même les participants qui relèvent ultimement du ministre fonctionneront selon diverses voies hiérarchiques, tandis que d'autres seront, comme par le passé, autonomes sauf en ce qui a trait aux exigences

particulières prévues dans les diverses lois. Ainsi, bien que le projet de loi constitue un fondement statutaire pour l'établissement du tarif, il est faux de prétendre qu'il prévoit de nouveaux tarifs statutaires.

2. Les coûts variables relatifs au transport du grain par chemin de fer au cours de l'année de référence 1981-1982 seront fixés à 582,5 \$ pour le grain (volume) et à 104,7 \$ pour les embranchements. Nous estimons que ces données sont fondées sur les travaux de la Commission Snavelly après modifications. De plus, ces données tiennent compte d'une "contribution progressive aux frais fixes des compagnies de chemin de fer", ce qui correspond à un rendement sur investissement ou un profit, compte tenu de la méthode d'établissement des frais. Ces sommes vont de 5 % des coûts variables afférents au volume en 1983-1984 à 20 % à compter de 1986-1987. Le total de ces frais variables et fixes aurait porté le tarif de 1981-1982 à 4,5 fois le tarif du Nid-de-Corbeau, mais le projet de loi portera l'augmentation à 5,5 fois le tarif du Nid-de-Corbeau en 1983-1984 à peut-être plus de 9 fois ce tarif en 1990-1991. L'engagement pris par le gouvernement pour le paiement de ces tarifs composés de la "subvention du Nid-de-Corbeau" et de la "part totale de l'État dans la variation des coûts" passerait (compte tenu d'un volume annuel constant de 31,1 millions de tonnes transportées) de 691,65 millions de dollars en 1983-1984 à environ 651,6 millions de dollars en 1991-1992 pour des dépenses totales de près de 6 744,6 millions de dollars. Cela représente près du double de l'avoir net de CP Ltée, mais le gouvernement n'exercera toujours qu'un contrôle minimum sur l'exploitation et le développement du réseau ferroviaire. L'engagement du gouvernement signifierait pour les expéditeurs une réduction d'environ une fois et demis le tarif du Nid-de-Corbeau en 1983-1984 et de près de cinq fois ce tarif en 1990-1991, pour un total de 4 397,6 millions de dollars (compte tenu d'expéditions atteignant 31,1 millions de tonnes par année).
3. Le projet de loi prévoit une réduction des tarifs ou l'établissement de frais variables. D'ici 1986-1987, les tarifs moins élevés seraient limités aux expéditions faites la fin de semaine et hors-saison. Cette disposition peut préparer l'abandon de certains embranchements. De plus, les montants prévus (1,34 milliards de dollars) par le gouvernement pour l'amélioration des embranchements accuserait un déficit de 270 millions de dollars par rapport aux estimations. Le communiqué annonçant le projet de loi donnait nettement à penser qu'une révision majeure des embranchements serait entreprise en 1985-1986.
4. Des efforts seront faits pour aménager des garanties de rendement pour tous les participants au transport du grain. Chaque participant venant du secteur public peut faire l'objet d'enquêtes sur l'attribution de wagons couverts, tandis que le projet de loi ne semble pas contenir de dispositions relatives à la divulgation de renseignements sur les participants venant du

secteur privé. Tout cela ajouté à la création du poste d'administrateur de l'Office de transport du grain et la mise sur pied du Comité supérieur du transport du grain, formé surtout de représentants du secteur privé, signifie que les pouvoirs de la Commission canadienne du grain et principalement ceux de la Commission canadienne du blé s'en trouveront diminués. L'Article 21 du projet de loi traitant de l'octroi de primes et des sanctions est tellement vaste que le rendement collectif de participants éloignés comme les syndicats et les agriculteurs pourra faire l'objet de primes ou de sanctions. L'aspect le plus important reste tout de même le partage des responsabilités en matière de vente et d'expédition du grain, consacré par le projet de loi. Ce partage affaiblit la Commission canadienne du blé et complique inutilement la gestion de ces deux fonctions.

5. Suppression d'une restriction législative à l'exploitation des terres houillères transférées à la Couronne en vertu de la Loi du Nid-de-Corbeau. Voilà qui accroîtrait considérablement la valeur de cette ressource alors que l'utilisation initiale de cette ressource pourrait ne plus être tout à fait pertinente ("assurer un approvisionnement de houille suffisant et convenable au public, à des prix raisonnables"). Le projet de loi C-155 ne précise pas d'utilisation nouvelle et ne prévoit aucune disposition à ce sujet à une date ultérieure. Plus particulièrement, on n'accorde aucune priorité à l'utilisatrion d'une partie de cette ressource pour l'amélioration du réseau ferroviaire, même s'il s'agirait là d'une solution rationnelle à l'augmentation des tarifs du Nid-de-Corbeau.
6. Le projet de loi semble empêcher ceux qui sont affectés par les pratiques des participants (y compris peut-être d'autres participants) d'en appeler aux tribunaux pour obtenir une rétribution.
7. Le projet de loi diminue l'espoir qu'entretient la population agricole des prairies de voir une loi qui affecte si profondément leur mode de vie survive au moins à la génération qui l'a mise en place.

L'organisation de l'agriculture en Saskatchewan

Les tendances récentes et l'organisation actuelle de l'agriculture en Saskatchewan sont bien connues. Le nombre des fermes a diminué de 94 000 en 1961 à 67 000 en 1981 et leur superficie a augmenté comme l'indiquent les données sur la superficie moyenne (686 en 1961 à 952 en 1981) et sur la valeur en capital moyenne (30 500 \$ en 1961 à 389 393 \$ en 1981). La production de récoltes constitue toujours 75 % de la production totale et cette proportion s'est accrue au cours des deux dernières décennies. La plupart des exploitations sont du type familial (seulement 0,8 % n'étaient pas des exploitations familiales en 1981). En général, la main-d'oeuvre agricole embauchée a diminuée bien qu'il y ait toujours quelques grandes exploitations qui continuent d'embaucher des travailleurs saisonniers ou qui gardent à leur emploi des travailleurs annuels. À l'inverse, la

tendance des membres d'une exploitation agricole familiale à occuper un emploi à l'extérieur de la ferme s'est accrue fortement. En 1971, 26 % des agriculteurs déclaraient avoir un emploi à l'extérieur de la ferme et en 1981 cette proportion atteignait 31 %. Les données sur les contribuables indiquent qu'en 1978, 30 % du revenu net des agriculteurs à plein temps et 54,4 % du revenu net de tous les contribuables agricoles provenaient d'emplois extérieurs à la ferme. En 1978, environ 27 % du revenu net moyen des contribuables agricoles était tiré d'un travail non agricole ou d'un emploi à titre d'employeur.

Cette tendance s'explique en partie par le fait que les agriculteurs font face à un resserrement de la marge entre les coûts et les prix. À titre d'exemple, entre 1961 et 1979, l'indice du coût du matériel entrant dans l'exploitation agricole est passé de 100 à 322,4, tandis que l'indice des prix pour les produits agricoles passait de 100 à 260,8. La réaction habituelle des agriculteurs en l'occurrence est d'accroître le volume de production en augmentant la superficie ou la productivité, ce qui entraîne une concentration des ressources agricoles. Ils ne réussissent pas tous à se défaire de l'emprise de l'étau coûts/prix et mis à part certains exemples spectaculaires de mauvaise gestion, il semble que les agriculteurs qui se convertissent le plus rapidement à des techniques nouvelles et améliorées croissent et connaissent la prospérité au détriment de leurs voisins. Même parmi ceux qui réussissent à se tirer d'affaire, le chemin suivi varie considérablement. Les caractéristiques internes de l'exploitation agricole ont donné lieu à des tendances récentes qui sont moins bien définies. Ainsi, les différences de classe entre les agriculteurs d'une même collectivité et entre les régions d'une même province semblent s'accroître. La région du sud-ouest (Swift Current), par exemple, comprend de grandes fermes spécialisées caractérisées par un niveau élevé d'embauche de main-d'oeuvre agricole et un niveau très faible de travail à l'extérieur de la ferme. Le processus de consolidation semble avoir atteint cette région plus tôt qu'ailleurs, peu après la Seconde Grande guerre. Dans la région du centre-est (Yorkton et Kamsack), les fermes sont plus petites, font appel à moins de main-d'oeuvre agricole et sont caractérisées par un plus haut niveau d'emploi à l'extérieur de la ferme. Bien que le processus de consolidation se soit amorcé plus tardivement (au cours de années 1960) dans cette région et que les différenciations internes de classe entre les grandes et les petites exploitations agricoles soient plus marquées, il semble que l'existence de petites fermes dont le propriétaire travaille à l'extérieur se maintienne. De plus, au sein des régions les différences de classe entre les agriculteurs semble s'accroître aux plans social et économique de sorte qu'il ne soit plus approprié de parler de la "classe agricole". Ces différences objectives semblent donner naissance à des formations politiques divergentes reflétant des différences inter-régionales (comme certains groupes de producteurs de produits primaires et la Palliser Wheat Growers Association), et d'autre, des différences à l'intérieur d'une même région (comme le mouvement "dissident" au sein des Wheat Pools). La consultation sur le Nid-de-Corbeau n'a pas produit le "consensus" espéré parce que, dans une certaine mesure, le leadership vient de la classe aisée d'agriculteurs et que, malgré tout, la classe moins privilégiée participe tout de même aux sondages, aux élections et aux plébiscites. Le Comité du transport devra sans aucun doute tenir compte des différences de classe lors de l'évaluation des mémoires et de la preuve et lors de l'élaboration

des recommandations. Ainsi, les sondages que nous avons réalisé et les sondages faits par d'autres organisations montrent que les gens favorisent le maintien des tarifs du Nid-de-Corbeau alors même que certains chefs de file agricoles "négocient" l'abandon de ces dispositions.

Les forcent décrivent ci-dessus expliquent en partie la forte migration à l'extérieur des fermes de la Saskatchewan depuis le dernier conflit mondial. Le Tableau 1 donne les résultats d'une analyse de cohorte faite à l'aide de tables de mortalité pour l'estimation de la migration nette chez les hommes et chez les femmes (une valeur négative indique un abandon des fermes). On doit ici noter le nombre très élevé des jeunes adultes qui quittent la ferme et qui, pour la plupart, ne sont pas remplacés. À cela s'ajoutent des indicateurs moins fiables [consolidation institutionnelle (écoles, églises, hôpitaux, organismes de volontaires, services commerciaux et gouvernementaux), abus d'alcool et de drogues, bouleversement des familles (comme la violence envers la femme et les enfants), les maladies mentales et physiques, etc.] qui montrent que la qualité du tissu social des collectivités rurales s'affaiblit (les conséquences du projet de loi C-155 sur le déclin de la vie rurale ainsi que le manque d'indicateurs fiables sur les changements qui surviennent dans ce secteur représentent, selon nous, une grave erreur dans la politique du gouvernement), tandis que le secteur rural non agricole semble gonfler la taille de certaines collectivités rurales, nous sommes d'avis qu'il s'agit là d'une situation temporaire puisque la plupart de ces collectivités dépendent de l'agriculture et que cette situation constitue un danger pour leur survie.

Raisons pour lesquelles le projet de loi C-155 ne doit pas être adopté

Nous énumérons ci-dessous quelques-unes des raisons pour lesquelles le projet de loi C-155 ne devrait pas être modifié et tout simplement mis de côté jusqu'à ce d'autres solutions plus appropriées aient été étudiées. Notre exposé est forcément bref, mais nous fournirons une analyse plus détaillées à la demande du Comité.

1. Il n'a jamais été clairement établi que les compagnies de chemin de fer perdaient de l'argent en transportant du grain selon les tarifs du Nid-de-Corbeau et il n'a pas encore été démontré que les frais de transport du grain par train sont aussi élevés que les montants précisés dans le projet de loi. Cette affirmation repose sur plusieurs raisons:
 - a. Les coûts sont fondés en partie sur des estimations inexactes elles-mêmes faites à partir d'unités d'analyse non appropriées (la tonne-mille) qui faussent l'attribution de coûts à la fonction grain et qui résultent d'efforts insuffisants pour mesurer le rapport coût/revenu au cours d'une année de référence qui ne fasse pas l'objet d'un désaccord.
 - b. Les techniques d'établissement des coûts sont en partie discutables. Par exemple, on a d'abord cherché à établir les coûts en fonction d'un "réseau ferroviaire idéal" plutôt qu'à partir du réseau actuel, les analyses régressives pour

l'affectation indirecte des coûts dans certains cas ne tiennent pas devant les normes acceptées de précision et les coûts applicables à l'ensemble du réseau (comme la dépréciation) sont parfois attribués proportionnellement à la fonction grain de façon inacceptable.

- c. Les diverses commissions qui ont eu (et qui auront) pour responsabilité d'établir les coûts et les revenus disposaient de trop peu de données provenant des compagnies de chemin de fer pour pouvoir faire un travail complet. Ainsi, bien que les systèmes comptables du CN et du CP diffèrent, tous deux font en sorte de "perdre" les données sur les dépenses locales et relatives aux produits primaires en les regroupant inutilement. Cela force la Commission à improviser à outrance, particulièrement en estimant les coûts.
- d. Les calculs sommaires que nous avons faits donnent à penser que même lorsque quelques-uns de ces problèmes sont corrigés, les compagnies de chemin de fer ont pu faire des profits net sur le transport du grain au moins jusqu'à l'époque de la Commission Snavelly (et peut-être même continuent-elles d'en faire).
2. Il n'a jamais été établi si les plans d'investissement des compagnies de chemin de fer sont les plus appropriés, c'est-à-dire s'ils permettent de promouvoir l'intérêt national, et il n'a pas non plus été précisé sur quoi l'administrateur de l'Office de transport de grain, la Commission canadienne des transports ou le ministre doivent se fonder pour évaluer des plans d'investissement ou les résultats d'investissement antérieurs. De fait, cette question n'a pas encore fait l'objet d'une étude sérieuse et elle n'a pas été suffisamment examinée par le public. La même question peut également s'appliquer aux plans d'investissement d'autres participants comme les compagnies de manutention du grain.

En l'absence d'une analyse détaillée par exemple, il semblerait que l'exportation du grain doivent être appuyée d'un plus grand nombre de ports de mer et d'une meilleure utilisation de ports sous-utilisés comme celui de Churchill. En conséquence, il faudrait peut-être minimiser la nécessité d'investir pour améliorer le mouvement du grain vers les ports de Vancouver. Les liens corporatifs de l'une des compagnies de chemin de fer, CP Rail, et le fait que CP Rail assure d'importants services à d'autres compagnies du conglomérat CP représentent une forte contribution aux revenus de la compagnie mère en période de récession. Cette situation a entraîné l'accumulation de réserves en capital pour le développement du conglomérat au fil des ans, rend doublement nécessaire l'établissement et la mise en application de telles directives.

3. S'il était adopté, le projet de loi C-155 entraînerait une mauvaise gestion et une réglementation inefficace du transport du grain par chemin de fer. Voici quelques-unes des raisons qui justifient ce point de vue:

- a. Le projet de loi comprend des estimations et des procédures présentant de graves faiblesses et ne comporte pas de dispositions pour l'amélioration de ces aspects. Plus particulièrement, l'estimation des coûts semble beaucoup trop élevée, ce qui soulage la direction des compagnies de chemin de fer à un point tel que l'efficacité et l'adaptabilité à long terme deviennent des aspects secondaires.
- b. L'article 34 1) b) du Projet de loi prévoyant des pourcentages pour le calcul des coûts fixes semble assurer un niveau de profits minimum aux compagnies de chemin de fer contrairement aux principes de gestion reconnus et aux pratiques de la plupart des autres compagnies, même dans les secteurs faisant l'objet d'une réglementation. Ces pourcentages visent les volumes plutôt que les coûts variables afférents aux embranchements, ce qui est de nature à encourager la direction des chemins de fer à négliger davantage ces embranchements (façon de procéder qui leur est caractéristique).
- c. Les changements à l'économie rurale que le projet de loi favorisera rendront bientôt certains articles du projet de loi désuets. Ainsi, plusieurs des formules prévues pour rajuster les coûts et les revenus après l'année de référence semblent fondées sur le volume et non sur la distance parcourue, ce qui ne tiendrait pas compte de l'évolution importante dans la répartition des cultures dans les Prairies que le Projet de loi est sensé favoriser. De plus, si le volume annuel du grain destiné à l'exportation diminue de façon importante par suite de l'adoption du projet de loi plutôt que de se maintenir près du niveau des 31,1 millions de tonnes ou au-dessus, il semble que les mesures prévues dans ce projet de loi imposeront des contraintes financières assez lourdes aux secteurs les plus vulnérables du réseau, comme les embranchements. Il faudrait alors des amendements tellement importants que la promesse d'un système efficace faite lors de la présentation du projet de loi tournerait au ridicule.
- d. Le projet de loi prévoit une représentation directe minimale des intérêts de producteurs. Parfois, les lois peuvent être corrigées par les tribunaux, mais dans ce cas-ci, il semble que le projet de loi rende cette solution sinon impossible, à tout le moins très difficile pour les parties lésées qui ne sont pas des participants.
4. Le projet de loi C-155 entraînera une importante diminution du revenu agricole en Saskatchewan et accentuera la pression sur les exploitations déjà affectées par la situation économique. D'ici 1992, les agriculteurs de la Saskatchewan auront déboursé 4 397,6 millions de dollars supplémentaires en frais de transport pour un volume annuel constant de 31,1 millions de tonnes. Le calcul tient compte d'un taux d'inflation de 6 % après 1982-1983. Les coûts estimatifs dont fait état le communiqué du Ministre émis lors de la présentation du projet de loi C-155 semblent tenir compte d'un taux d'inflation variant entre 12 % et 19 %.

Souvenez-vous qu'il s'agit là de dépenses inévitables pour les agriculteurs dont les revenus iront en diminuant à moins qu'ils n'arrêtent la production de grains pour l'exportation.

Ulm et Fleming d'Agriculture Canada ont fait un calcul estimatif des effets de la "rationalisation du rail" en tenant compte d'une augmentation pouvant atteindre trois fois le taux du Nid-de-Corbeau et de l'abandon de certains embranchements. Les changements seraient fonction de la taille des exploitations agricoles, mais les plus grandes pourraient accuser une perte de 22 % de leur revenu net, tandis que les plus petites pourraient perdre jusqu'à 43 % de leur revenu net. Quelle que soit l'importance de cette diminution, elle ne pourrait pas être absorbée facilement par les familles agricoles exploitant de grandes ou de petites fermes.

5. Si les agriculteurs tentaient de récupérer le revenu perdu en augmentant simplement les superficies en culture, il semblerait, d'après nos calculs sommaires, que ce processus de consolidation puisse éliminer quelque 30 000 à 35 000 fermes en Saskatchewan au cours de la prochaine décennie. Voilà qui établit assurément la limite supérieure de l'effet de consolidation créé par le projet de loi, mais par rapport au nombre de fermes qui sont disparues au cours des années 1960 et 1970 (16 000 et 8 000 respectivement), il semble assuré que le projet de loi portera ce nombre à un sommet inégalé dans les années 1980 et 1990.
6. D'autre part, le projet de loi favoriserait assurément la tendance à l'existence de petites exploitations agricoles dont les propriétaires détiendrait un emploi à l'extérieur de la ferme, particulièrement dans certaines régions des Prairies. Ce phénomène ralentirait le processus de consolidation, mais produirait d'autres effets comme la réduction du revenu agricole et l'augmentation de la main-d'oeuvre non agricole. Afin d'établir l'importance de la main-d'oeuvre agricole, nous nous sommes livrés à des calculs sommaires: si les familles agricoles cherchaient à compenser les pertes de revenu résultant de nouveaux frais de transport en occupant un emploi à l'extérieur de la ferme, 40 000 autres personnes se chercheraient un emploi. Ce nombre représente 11 % de la main-d'oeuvre actuelle en Saskatchewan. Cette solution ne sera pas celle de tout le monde, puisqu'il est douteux qu'un tel nombre d'emplois non agricoles puisse être créé dans le secteur rural de la Saskatchewan. Il n'en reste pas moins que l'existence de cette réserve de main-d'oeuvre fera diminuer les salaires non agricoles.
7. Au fur et à mesure que les revenus tirés de l'exportation du grain diminueront par suite de l'augmentation des frais de transport prévus dans le projet de loi, les agriculteurs essaieront de cultiver d'autres produits primaires. Malgré tous les efforts de recherche du gouvernement fédéral, efforts trop souvent caractérisés par les erreurs et les contradictions, nous n'avons toujours pas d'idée précise sur les possibilités de réussite des agriculteurs dans cette voie. Nous croyons

néanmoins que la production totale de grains destinés à l'exportation diminuera à mesure que les agriculteurs chercheront, plus particulièrement à court terme, à préserver leur revenu net en évitant les frais de production et en touchant de la culture d'autres produits primaires. Cette situation aura sans doute des répercussions très importantes sur les marchés de produits agricoles, qui ne sont pas tous régis par un office de commercialisation, de même que sur les secteurs de l'approvisionnement des fermes. Du point de vue de la production, cela pourrait entraîner une diminution de la balance commerciale du Canada, mais cette éventualité a été largement écarté des travaux de recherche qui ont précédé la présentation du projet de loi.

8. Les changements proposés dans le projet de loi C-155 menacent sérieusement la viabilité des collectivités rurales de la Saskatchewan. Voici pourquoi:
 - a. Les dépenses agricoles locales diminueront au fur et à mesure où les revenus agricoles seront affectés par l'accroissement des frais de transport.
 - b. L'abandon de certains embranchements entraînerait une diminution des dépenses familiales totales de l'ordre de 20 % à 73 % dans les localités situées le long de ces embranchements. L'abandon de ces embranchements entraînerait également une détérioration du tissu social de certaines collectivités (l'élite locale serait la première à quitter et il y aurait un regroupement marqué des institutions et des associations de volontaires).
 - c. En d'autres termes, certaines collectivités s'adapteront à ces conséquences, mais d'autres ne le pourront pas, ce qui imposera au milieu agricole un défi non négligeable.
9. Le projet de loi C-155 enlève à la population agricole des prairies la possibilité d'intervenir par elle-même dans la réactivation des collectivités et des cultures, comme le prévoyait la politique gouvernementale pour cette région jusqu'au moment de la Seconde Guerre mondiale. Le projet de loi C-155 enlève plutôt à la population agricole des prairies le privilège de gérer leur propre avenir au profit des compagnies de chemin de fer.
10. Il est tout à fait contre-indiqué de verser des primes aux compagnies de chemin de fer puisque:
 - a. elles sont exploitées en vertu d'une loi qui, réaffirmée de temps à autre, précise aux compagnies de chemin de fer et aux transporteurs que les primes qui prennent la forme de modifications au tarif du Nid-de-Corbeau ne seront pas disponibles;
 - b. la direction des compagnies de chemin de fer a dilapidé le capital dont disposaient les compagnies;

c. nous n'avons aucune garantie que la direction des compagnies de chemin de fer ne dépouillerait pas un nouveau réseau ferroviaire revitalisé conformément à leur vieille habitude. Le projet de loi contient même de éléments de nature à favoriser ce comportement.

Comment résoudre le problème de capacité du chemin de fer

Selon nous, les réseaux de transport nationaux devraient être traités comme des services publics. Dans notre économie, on ne peut plus prétendre que les forces du marché affecteront les ressources nécessaires à un secteur aussi important pour le bien-être du public canadien que le transport. On ne peut espérer que les gestionnaires d'entreprises privées puissent prendre des décisions qui soient dans l'intérêt du public relativement au transport. Et qui plus est, le système de réglementation comporte des failles bien connues.

L'investissement dans le transport doit donc faire l'objet d'une planification publique. Le public devrait être consulté même sur des questions comme la priorité à accorder à certains produits primaires en matière de transport (le grain et le charbon destinés à l'exportation, par exemple), puisque le mode de vie d'un grand nombre de personnes est en cause. De toute évidence, le transport ferroviaire au Canada doit être subventionné par l'État, mais il faudrait rendre compte publiquement de ces subventions. Malheureusement, le système actuel ne prévoit pas de tels mécanismes.

La création d'un service public national de transport pourrait être la solution la plus appropriée pour répondre à ces exigences.

Autres modifications au projet de loi C-155

Plusieurs groupes d'intérêts, encouragés entre autre par le gouvernement albertain, ont proposé des modifications au projet de loi C-155 comme "la liberté de choix" ou la clause "80/80". Ces propositions ne sont que des tentatives pour ramener l'idée de versements proportionnels à la superficie exclue du projet de loi. Il ne faut pas tenir compte de ces modifications. Premièrement, elles sont fondées sur des formules inacceptables de répartition des subventions "au transport" entre les agriculteurs. En l'occurrence, même les agriculteurs qui ne participent pas au programme d'exportation de grain profiteraient directement de la subvention. Les programmes fondés sur de tels principes risquent de s'effondrer et, pire, ils sont bêtement injustes. En second lieu, ces propositions accentueraient les effets négatifs du projet de loi C-155 décrits précédemment, puisqu'elles apporteraient aux collectivités rurales les liquidités nécessaires à une adaptation encore plus rapide aux nouvelles conditions économiques découlant du projet de loi. De toute évidence, de telles propositions n'ont pas leur place dans un projet de loi sur le transport. Si le gouvernement entend modifier radicalement la structure agricole des Prairies, il doit présenter un projet de loi défendable conçu à cette fin.

TABLEAU 1

MIGRATION ESTIMATIVE PAR COHORTES DE SEXE ET D'ÂGE

POUR LES COLLECTIVITÉS RURALES DE SASKATCHEWAN

1971-1976

COHORTES D'ÂGE	MIGRATION ESTIMATIVE DES HOMMES	MIGRATION ESTIMATIVE DES FEMMES
5- 9	+ 729	+ 337
10-14	- 893	- 749
15-19	-3380	-5124
20-24	-9021	-9570
25-29	- 544	+1021
30-34	+ 514	+ 413
35-39	- 14	- 171
40-44	- 496	- 454
45-49	- 739	- 751
50-54	- 828	-1217
55-59	-1355	-1517
60-64	-1394	-1523
65-69	-1370	-1066
70-74	-1125	- 884
75-79	- 456	- 593
80-84	- 390	- 410
85+	- 339	- 231
MIGRATION ESTIMATIVE TOTALE (TOUS ÂGES)	-21101	-22489

APPENDICE «TRPT-288»

Le 12 septembre 1983

Mademoiselle Santosh Sirpaul
Greffier - Comité permanent des transports
Pièce 514
Édifice du Sud
Chambre des communes
Ottawa (Ontario)
K1A 0A6

Mademoiselle,

Vous trouverez ci-joint une copie certifiée d'une résolution qui a été adoptée à une réunion ordinaire du Conseil le jeudi 8 septembre 1983. Cette résolution se passe, selon nous, de commentaires. Je vous prierais d'en remettre copie aux membres du Comité afin qu'ils l'étudient et nous fassent éventuellement part de leurs observations. Nous en envoyons également copie à notre représentant au Parlement, M. Laverne Lewycky ainsi qu'à notre ministre de l'Agriculture, l'honorable Bill Uruski.

Dans l'espoir que ce qui précède est dans les règles et dans l'attente des rapports que votre Comité présentera au gouvernement, permettez-moi de vous remercier de votre attention et de votre coopération.

Je vous prie d'agréer, mademoiselle, l'expression de mes meilleurs sentiments.

Le secrétaire-trésorier,
David J. Dohan

c.c. Laverne Lewycky, député
Hon. Bill Uruski, membre de l'Assemblée législative

MUNICIPALITE RURALE D'ETHELBERT
BUREAU DU SECRÉTAIRE-TRÉSORIER
Ethelbert (Manitoba)

Résolution

Initiales du président du Conseil municipal N.S.
No 3 Date: le 8 septembre 1983

Proposé par le conseiller: Steve Stratuliak

Appuyé par le conseiller: Edward Pretula

ATTENDU QUE, le gouvernement fédéral prévoit mettre fin au tarif en vigueur pour le transport ferroviaire des grains.

ET ATTENDU QUE, l'abolition du taux du Pas du Nid-de-Corbeau et son remplacement par un taux fondé sur le partage des frais conduirait à la catastrophe l'économie de nos provinces.

ET ATTENDU QUE, les études faites jusqu'à maintenant révèlent que les agriculteurs seraient tenus de payer trois ou quatre fois plus que le taux du Pas du Nid-de-Corbeau actuel.

ET ATTENDU QUE, l'augmentation du tarif pour les grains entraînera une baisse de la production agricole, une chute des revenus des agriculteurs ainsi qu'une perte d'emplois.

IL EST PAR CONSÉQUENT RÉSOLU que le Conseil de The Rural Municipality of Ethelbert déclare publiquement par la présente qu'il s'oppose fermement à tout changement au taux du Pas du Nid-de-Corbeau actuel.

ET QU'IL SOIT EN OUTRE RÉSOLU que ce même Conseil adresse une pétition au gouvernement fédéral afin que celui-ci améliore la ligne Churchill ainsi que le Port de Churchill étant donné que ces dépenses (environ 15 millions de dollars) son minimales à comparer au coût de l'expansion de l'Ouest.

- Adopté -

Moi, David John Dohan, secrétaire-trésorier de la municipalité rurale de Ethelbert certifie par la présente que le présent document est une copie exacte de l'original.

c.c. L. Lewycky, député
Hon. Bill Uruski

sec.-trés.

APPENDICE "TRPT-289"

Mémoire
présenté par
le Nouveau Parti Démocratique de la Saskatchewan
au
Comité permanent des transports de la Chambre des communes
à propos du
Projet de loi C-155, Loi sur le transport du grain de l'Ouest
Regina (Saskatchewan)
8-11 août 1983

Chef politique: Allan Blakeney
Président: Delaine Scotton
Vice-présidents: Veronice Lacroix
Wayne Hovbedo
Terry Stevens
Secrétaire: Larry Deters
Trésorier: Alvin Hewitt

Le Nouveau Parti Démocratique de la Saskatchewan retrace ses origines à un mouvement politique qui a pris naissance en 1932. Cette année-là, une coalition d'organisations de fermiers et d'organisations syndicales s'est constituée pour former le parti agraire-ouvrier qui, par la suite, a fait partie de la Fédération du commonwealth coopératif qui, à son tour est devenue en 1961 une partie du Nouveau Parti Démocratique.

Le Nouveau Parti Démocratique et ses prédécesseurs ont été au pouvoir pendant trente et une des années qui se sont écoulées depuis 1932. Bien qu'il soit actuellement l'opposition officielle à l'assemblée législative de la Saskatchewan, le parti continue de jouer un rôle important et actif sur la scène politique de la province et compte continuer à jouer un rôle décisif à l'avenir. En 1982, le parti comptait plus de quarante mille membres.

Le Nouveau Parti Démocratique a toujours eu des liens étroits avec la population rurale de la Saskatchewan et en fait, un grand nombre de ses dirigeants et des dirigeants de ses prédécesseurs sont provenus des communautés rurales. Les membres du parti, qu'il s'agisse des membres des zones rurales ou des zones urbaines, se sont toujours intéressés de près aux affaires et aux problèmes des régions rurales. Cet intérêt est partagé par les membres du parti qui résident dans les zones urbaines car un grand nombre d'entre eux sont nés et ont grandi dans les zones rurales de la Saskatchewan et connaissent bien leurs problèmes.

Le Nouveau Parti Démocratique s'intéresse de près aux questions des transports et a prêté une attention particulière aux problèmes de transport du grain. Lors de son dernier congrès annuel tenu à Regina en novembre 1982, le parti a adopté la résolution suivante:

"ATTENDU QUE les entretiens Gilson ont été manigancés par Pépin pour donner l'impression qu'il y avait un accord général sur le sujet, justifiant la modification du tarif du Nid-de-Corbeau,
ET ATTENDU QUE le rapport Gilson ne représente pas vraiment les points de vue des fermiers de l'Ouest,
IL EST RÉSOLU que le NPD rejette le rapport Gilson et appuie le maintien du tarif du Nid-de-Corbeau, sur des bases non négociables

et sous réserve seulement de changements approuvés par un scrutin des détenteurs de permis de la Commission canadienne du blé dans l'Ouest du Canada." (traduction)

Au cours des dernières années, le parti a, à la plupart de ses congrès annuels, adopté des résolutions sur le transport du grain. En 1981, il a adopté la résolution suivante:

"ATTENDU QUE les chemins de fer et d'autres groupes exercent des pressions de plus en plus fortes pour faire éliminer le tarif du Nid-de-Corbeau,
ET ATTENDU QUE les chemins de fer déclarent qu'il leur faut des taux compensatoires pour le transport du grain afin de continuer à offrir ce service,
ET ATTENDU QUE les chemins de fer des États-Unis reçoivent des taux compensatoires sans pour autant offrir un meilleur service,
IL EST RÉSOLU QUE le Nouveau Parti Démocratique réitère et exprime fermement son appui pour les taux statutaires du Nid-de-Corbeau et pour leur maintien non négociable." (traduction)

Dans les résolutions qu'il a adoptées pendant plusieurs années avant 1981, le parti a reconnu les pressions exercées sur le système de transport du grain et s'est inquiété de la détérioration du service sur les embranchements et notamment en Saskatchewan. Le thème des résolutions adoptées lors des congrès annuels était qu'il fallait conserver le tarif statutaire du Nid-de-Corbeau et que toute différence entre un profit raisonnable pour les chemins de fer et le tarif existant du Nid-de-Corbeau devait être comblée par des subventions fédérales versées aux chemins de fer en contrepartie de garanties de rendement, et que le gouvernement fédéral et les chemins de fer devaient mettre en oeuvre des programmes pour s'assurer que le réseau ferroviaire correspond aux besoins.

L'un des objectifs de notre mémoire est d'exposer les opinions des membres du Nouveau Parti Démocratique qui ont exprimé leurs points de vue à propos de la politique de transport du grain. Ces points de vue sont partagés par un grand nombre de personnes qui soutiennent le parti sans en être membres. Ils sont également partagés par un grand nombre des résidents de la Saskatchewan qui n'ont aucun lien avec le parti.

Le Nouveau Parti Démocratique et ses prédécesseurs ont réclamé de nombreux programmes visant à stabiliser et à renforcer les communautés rurales de la Saskatchewan et l'économie rurale. Le parti a mis en oeuvre un grand nombre de ces programmes quand il a été au pouvoir.

Ces programmes (électrification des campagnes, construction de routes) ont amélioré le niveau de vie des habitants des campagnes et ont rendu l'économie rurale plus viable. Ils ont contribué à combattre les fortes pressions économiques et technologiques qui ont entraîné l'exode rural. Grâce à ces programmes, on a pu maintenir la viabilité des communautés rurales de la Saskatchewan qui contribuent dans une large mesure à l'économie de la Saskatchewan et à l'économie canadienne mais le bien-être de l'économie rurale reste très précaire.

C'est pour ces raisons que le NPD demande au Comité de rejeter toute proposition visant à éliminer le tarif du Nid-de-Corbeau et de chercher d'autres moyens d'améliorer notre réseau ferroviaire qui en a bien besoin.

Il est bien évident qu'il faudra avoir recours aux fonds publics pour améliorer le réseau et nous suggérons que l'investissement soit fait directement par le gouvernement fédéral en contrepartie d'une participation aux bénéfices.

Le Nouveau Parti Démocratique estime que les chemins de fer canadiens ont été amplement rémunérés pour leurs efforts par les subventions gouvernementales et qu'au cours de leur histoire, ils ont suffisamment bénéficié de l'apport du public pour que cela compense adéquatement tout fardeau que leur impose le maintien du tarif du Nid-de-Corbeau.

À de nombreuses reprises, les membres du parti ont exprimé leurs inquiétudes à propos de l'influence et du pouvoir qu'exerce le Canadien Pacifique Limitée au Canada et ont très souvent préconisé la nationalisation de cette compagnie. Ils ont également indiqué qu'à leur avis, il faudrait déduire de tout paiement versé pour cette acquisition la valeur des avantages reçus, au fil des années, du gouvernement fédéral par le Canadien Pacifique Limitée.

Nous n'avons pas l'intention, dans ce mémoire, de nous livrer à une analyse détaillée du projet de loi à l'étude. Le caucus du NPD de l'assemblée législative de la Saskatchewan doit présenter un mémoire comprenant une telle analyse et nous savons que des députés fédéraux du NPD, tant de la Saskatchewan que d'autres provinces font des efforts dans le même sens. Au nom des membres du NPD, nous désirons préciser que nous sommes fiers des efforts prodigués par nos députés et ajouter que ces derniers expriment le point de vue du parti sur les questions de transport du grain.

En conclusion, le Nouveau Parti Démocratique recommande vivement au Comité et au gouvernement du Canada de retirer cette législation et d'élaborer une politique des transports qui vise à servir l'intérêt public plutôt que les intérêts des chemins de fer de ce pays.

Présenté avec les plus grands respects par le Nouveau Parti
Démocratique de la Saskatchewan,

Chef politique: Allan Blakeney

Président: Delaine Scotton

Vice-présidents: Veronice Lacroix

Wayne Hovbedo

Terry Stevens

Secrétaire: Larry Deters

Trésorier: Alvin Hewitt.

APPENDICE «TRPT - 290»

CONSÉQUENCE DE L'ACCROISSEMENT DU MOUVEMENT
DU GRAIN SUR LES ROUTES RURALES

Randy Passmore
Affaires rurales de la Saskatchewan
Direction de la planification et de la
recherche
Mai 1982

Enoncé

Un accroissement de 50 % du trafic du grain sur les routes rurales au cours des cinq prochaines années pourrait se traduire par une augmentation de 5,6 % par année des frais d'entretien et de reconstruction, soit environ 3,4 millions de dollars par année en dollars de 1981. L'abandon de lignes de chemin de fer viendra intensifier l'effet de l'accroissement du trafic du grain. En supposant un taux d'abandon limité, on peut compter que les frais d'entretien et de reconstruction augmenteront de 1,8 million de dollars par année. Dans certaines régions, l'accroissement pourra être suffisamment important pour nécessiter des mesures spéciales, notamment la reconstruction d'une partie des routes du réseau de quadrillage primaire pour en faire des routes pavées. Si la révision du tarif du Nid-de-Corbeau entraîne le recours à un réseau de terminus intérieurs, les frais d'entretien des routes municipales et provinciales pourraient se chiffrer à 150 millions par année (en dollars de 1981).

I Introduction

a) Le réseau de routes désignées

À l'heure actuelle, le réseau de routes désignées compte 54 397 kilomètres (33 726 milles) de voies qui relèvent des Affaires rurales de la Saskatchewan. Quatre-vingt seize pour cent (52 099 kilomètres) de ces routes appartiennent à l'une ou l'autre des catégories suivantes: principales voies de desserte des terres agricoles, quadrillage ou quadrillage primaire. Les travaux de construction, de reconstruction et d'entretien normal de ce réseau coûtent environ 60 millions de dollars par année. En Saskatchewan, c'est sur ces routes que se fait la plus grande partie du trafic du grain depuis les fermes jusqu'aux élévateurs.

Le trafic sur ce réseau varie en moyenne de 40 véhicules par jour (VPJ) sur les principales voies de desserte des terres agricoles à 100 VPJ sur les routes faisant partie du quadrillage primaire.

D'après les données les plus récentes (Affaires rurales, 1977), le transport du grain par camion représenterait 2 % du trafic total ou environ 11 % du transport routier sur le réseau désigné. Bien qu'il puisse y avoir des exceptions à la grandeur du système, le transport du grain par camion ne constitue à l'heure actuelle qu'une partie minime du trafic total que supporte le réseau de routes rurales.

b) Facteurs relatifs à l'accroissement du mouvement du grain.

Il y a trois principaux facteurs dont il faut tenir compte lorsqu'on examine les conséquences du mouvement du grain sur le réseau de routes rurales.

Le premier concerne bien sûr la quantité de grain à transporter. Tout accroissement de la commercialisation du grain va influencer sur le volume de trafic entre les fermes et les élévateurs. Or, on s'attend que la production céréalière en Saskatchewan s'accroîtra de 50 %, passant de 19 à 27 millions de tonnes entre 1981 et 1990. Les exportations devraient connaître une augmentation semblable au fur et à mesure que grossira la demande mondiale--en fait, on s'attend à une hausse de 50 % des exportations de grain d'ici 1985*.

Le deuxieme facteur a trait aux conséquences des nouvelles formules de transport rendues nécessaires par la disparition de certaines voies ferrées. La distance moyenne parcourue par les camions transportant le grain de la ferme à l'élevateur a plus que doublé depuis le milieu des années 60 (de 4-7 milles à 10-15 milles). Cette tendance va s'accentuer au fur et à mesure que l'on continuera à abandonner certaines voies ferrées.

Outre que les camions transportent le grain sur des distances plus longues en moyenne, le trafic augmente sur certaines routes de raccordement par suite de la diminution des points de livraison. Il y avait 991 points de livraison en Saskatchewan en 1971, et ce chiffre était tombé à 683 en 1981, soit une baisse de 31,1 %. (Commission canadienne des grains, Elévateurs a grain du Canada, rapports bisannuels).

Bien qu'il soit lié à l'abandon de lignes de chemins de fer, le troisieme facteur, soit la tendance de plus en plus marquée à se servir de gros camions roulant sur de longues distances, mérite d'être mentionné séparément. D'aucuns soutiennent que les céréaliculteurs ont davantage recours au transport routier sur de longues distances pour diverses raisons: cela leur permet d'éviter les embouteillages du marché local, de réduire leurs coûts d'entreposage (approximativement 100 millions de dollars en 1980), de gagner du temps (grâce aux nouveaux élévateurs plus efficaces qui permettent un déchargement plus rapide) et d'assurer le transport des produits non visés par le tarif du Nid-de-Corbeau (ce qui a pour effet de rendre le camionnage commercial plus concurrentiel).

Ces trois aspects du mouvement des grains auront sûrement des conséquences pour les routes rurales. Mais les effets des diverses combinaisons possibles n'ont pas été documentés de façon systématique. Le service des données sur les accidents de la route soutient qu'une augmentation de 50 % du mouvement du grain--calculé en termes du nombre de voyages effectués par des camions transportant l'équivalent de 18 000 livres par essieu--entraînerait très peu de frais d'entretien au-delà du niveau acceptable pour le réseau. Il semble y avoir un certain consensus sur cette question. Quand on ajoute aux conséquences d'un accroissement de 50 % du mouvement du grain celles de l'abandon de lignes, le coût des améliorations

* Cela veut dire que l'exportation va surpasser la production en termes relatifs--on s'attend que la consommation intérieure demeurera constante et que les approvisionnements connaîtront une baisse minime.

et des travaux d'entretien supplémentaires pourrait s'élever à 4,9 millions de dollars par année dans le cas des routes rurales et à 8 millions dans celui des grandes routes (en dollars de 1981). Dans le mémoire qu'il a présenté à la Commission Hall, le gouvernement de la Saskatchewan déclarait que le coût des améliorations supplémentaires rendues nécessaires par l'accroissement du trafic pourrait atteindre 150 millions par année. La Commission canadienne des transports (C.C.T.) a affirmé que les frais d'entretien des routes ne dépasseraient pas les coûts supplémentaires qu'entraînent l'abandon de lignes de chemins de fer pour les producteurs. Ces frais ont été évalués à 50 000 \$ par année pour la subdivision de Kelfield qui compte 28 milles de routes. Si l'on procède par extrapolation, ces frais s'élèveraient à 2,6 millions par année pour l'ensemble de la province.* Bref, on ne s'entend guère sur l'importance des conséquences de ces trois facteurs.

Sur une note plus optimiste, bien que les conséquences pour les routes soient considérables quelle que soit l'échelle utilisée, le transport du grain continue à s'effectuer selon des formules très variées, de sorte que les coûts soient aussi très variables. Cependant, si dans certaines régions le transport du grain vient s'ajouter au trafic industriel déjà concentré ou que l'on apporte des modifications importantes au tarif du Nid-de-Corbeau, il pourra être nécessaire pour des raisons de sécurité et de coût de resserrer les normes visant les routes touchées.

Les questions soulevées à cet égard seront traitées en profondeur dans les pages qui suivent.

II Production/Commercialisation accrue

D'après le Bureau de planification du gouvernement de la Saskatchewan, la production de grain atteindrait 27 millions de tonnes par année en 1990--soit une augmentation de 50 % par rapport à 1980. Cette augmentation résulterait de l'accroissement tant du rendement (utilisation accrue de certaines pratiques agricoles--engrais, préservation de l'humidité et utilisation de grains à rendement plus élevé) que des superficiesensemencées (diminution des superficies laissées en jachère et de celles consacrées à la production de foin).

Par ailleurs, on s'attend à ce que la demande mondiale soit telle que le Canada va pouvoir vendre toutes les céréales qu'il pourra transporter au marché. En supposant que les exportations s'accroîtront de 50 %, comme le prévoit la Commission canadienne du blé, les livraisons de grain en Saskatchewan devraient passer d'environ 14,7 millions de tonnes en 1980 à 22,1 millions de tonnes en 1985.

* Comme cette extrapolation a été faite à partir des données recueillies relativement à un seul embranchement et qu'elle est basée sur des évaluations très approximatives de la C.C.T., elle ne doit être utilisée qu'avec le plus grand soin.

Production et exportation pour l'ensemble du Canada
et production et livraisons pour la Saskatchewan de
blé, du blé dur, d'avoine, d'orge, de seigle, de lin et de colza
1977-1981 et 1985
(en milliers de tonnes)

ANNÉE	CANADA		SASKATCHEWAN	
	PRODUCTION	EXPORTATION	PRODUCTION	LIVRAISONS*
1977	38 996	20 474	19 066	12 011
1978	39 827	18 548	19 357	15 632
1979	33 374	22 052	14 514	12 557
1980	36 841	21 569	15 483	14 725
1981			19 483	14 084
1985**		32 354		22 088

* Nous ne disposons pas de données sur les exportations de la Saskatchewan, mais les livraisons sont une bonne indication de la quantité de grain transportée sur le réseau de routes rurales.

** Chiffres approximatifs établis en fonction de la hausse de 50 % des exportations de grain prévue par la Commission canadienne du blé (année de base 1980).

Source: Statistique Canada, Recherche Cansim, Approvisionnements et écoulement de divers grains.

Commission canadienne des grains, Livraisons de grain dans les Prairies, Campagnes agricoles 1976-1977 à 1980.

a) Accroissement du trafic sur les routes municipales

L'importance accrue des livraisons de grain pourrait entraîner une hausse de 50 % du transport du grain par camion d'ici 1985. Il a déjà été mentionné qu'en 1977, le transport du grain par camion représentait 2 % du trafic total et 11 % du trafic routier. Si l'on suppose que le trafic normal augmente de 2 % par année conformément à la moyenne provinciale, il est possible d'évaluer approximativement ce que sera l'augmentation du transport du grain. Le tableau ci-dessous indique en pourcentage les données relatives au trafic pour 1980 et 1985, lesquelles ont été établies à partir des hypothèses décrites ci-dessus.

Répartition procentuelle du
trafic par type de véhicule - 1980 et 1985

	<u>1980</u>		<u>1985</u>
	% de véhicules	% de camions de tous types	% de camions de tous types
Automobiles et camionnettes	82,0		81,3
Camions-trémies	2,0	11,1	2,7
Autres camions	16,0	88,9	16,1
			85,6
TOTAL	100,0	100,0	100,0

Source: Direction de la planification et de la recherche, Affaires rurales.

Autrement dit, en supposant que la dégradation des routes soit uniquement attribuable au trafic routier, une augmentation de 50 % du grain transporté par camion fera augmenter de 3 % l'usure attribuable à ce trafic (de 11,1 % à 14,4%). En présentant les choses de cette façon, il semble qu'une hausse de 50 % du mouvement du grain aurait des conséquences assez minimes.

Les conséquences sont relativement peu élevées aussi en ce qui concerne l'augmentation du trafic et des coûts. Servons-nous de l'exemple hypothétique suivant: des 100 véhicules par jour (VPJ) qui circulaient sur une route donnée en 1980, seize étaient des camions «ordinaires» et deux, des camions-trémies. En 1985, 110 véhicules, dont environ 18 camions «ordinaires» et trois camions-trémies circuleront sur cette même route. Cela représente une augmentation des voyages des camions d'un peu moins de 15 % (2,7 de 18). Les camions qui transportent des grains sont responsables de 37 % de cette augmentation (1 de 2,7). Le tableau suivant résume l'augmentation de la circulation pour ce cas hypothétique.

HAUSSE DE LA CIRCULATION DE CAMIONS -
CAS HYPOTHÉTIQUE - ROUTE EMPRUNTÉE PAR 100 VPJ

	1980	%	1985	%	% augmentation	augmentation du nombre de camions	%
camion ordinaires	16	88,9	17,7	85,5	10,6	1,7	63
camions-trémies	2	11,1	3	14,5	50	1	37
TOTAL	18	100	20,7	100	15	2,7	100

Si ces chiffres sont exprimés sous la forme de coûts accrus d'entretien et de remise en état (en supposant, comme tout à l'heure, que seule la

circulation de camions cause des dommages), une augmentation de 15 % (en dollars de 1980) de ces coûts peut être prévue d'ici 1985. La circulation des camions-trémies interviendrait pour environ 37 % de ces coûts. Ainsi, en 1985, la circulation de camions-trémies pourrait expliquer une hausse de 5,6 % ($15 \times 0,37$) des coûts annuels d'entretien des routes.

Bref, le système routier actuel pourrait probablement absorber cette augmentation, mais cette dernière entraînerait un coût d'environ 3,4 millions de dollars par année pour les routes municipales d'ici 1985. ($5,6 \% \times 60\,000\,000 = 3\,360\,000$).

b) Augmentation de la circulation sur les autoroutes

La plus récente étude sur la classification des véhicules (Highways, 1979) évalue la circulation de camions sur le réseau autoroutier à 13 % de la circulation totale. La circulation de camions-trémies représente environ 5 % de la circulation de camions, soit moins de 1 % de la circulation totale sur les autoroutes. Ce pourcentage est minimisé par les principales autoroutes provinciales où la majorité des camions sont de type commercial. Sur le système régional d'autoroutes, jusqu'à 50 % des camions transportent du grain (soit environ 6 % de la circulation totale). On pourrait donc supposer, sans risque d'erreur, que les camions-trémies représentent 3 % de la circulation totale (pour atténuer la fausse image que donnent les principales autoroutes). À partir de ces suppositions et de celles présentées au chapitre précédent, il est possible de prévoir ce que serait l'augmentation de la circulation de camions ordinaires et de camions-trémies s'il y avait une hausse de 50 % du volume de grain transporté.

AUGMENTATION DE LA CIRCULATION DE CAMIONS AUTOROUTE HYPOTHÉTIQUE DE 200 VPJ

	1980	%	1985	%	% augmentation	% augmentation de camions	%
Camions ordinaires	20	76,9	22,1	71,1	10,6	2,1	41,2
Camion-trémies	6	23,1	9	28,9	50	3	58,8
TOTAL	26	100	31,1	100	19,6	5,1	100

Encore une fois, si l'on suppose que ce ne sont que les camions qui abîment les routes, nous pouvons dire que les coûts associés à l'augmentation de la circulation des camions représenteront une hausse de 19,6 % des besoins en crédits budgétaires d'ici 1985. En 1985, les camions transportant des grains pourraient être responsables d'une hausse de 11,5 % ($19,6 \times 0,588$), ou de 5,9 millions de dollars,* des coûts annuels d'entretien des routes.

* L'entretien des autoroutes coûte actuellement 51,1 millions de dollars. Ainsi, $11,5 \times 51\,100\,000 \$ = 5\,876\,500 \$$.

III Abandon de lignes de chemin de fer

Il existe quantité de documents sur l'incidence que l'abandon de lignes de chemin de fer pourrait avoir sur la vie rurale. Bon nombre portent principalement sur la viabilité de la collectivité. Toutefois, l'effet que toute décision relative à l'abandon de lignes aurait sur les systèmes routiers a également été quelque peu étudié. Ces deux grands secteurs d'études sont cependant caractérisés par les importantes lacunes suivantes:

- 1) Aucune étude comparative de la situation avant et après l'abandon n'a été effectuée, et
- 2) les résultats des études menées ne sont pas cohérents en raison des méthodes et des définitions différentes employées.

Néanmoins, je tenterai dans le présent chapitre de signaler les grands points du débat qui porte sur les répercussions de l'abandon des lignes ferroviaires sur le système routier.

- a) Mémoire présenté par le gouvernement de la Saskatchewan à la Commission Hall

Une des premières études effectuées dans ce domaine a été résumée dans le mémoire présenté par le gouvernement de la Saskatchewan à la Commission Hall (le Mémoire).

Dans la catégorie de l'abandon limité (deux voies adjacentes ne devraient pas être abandonnées au même moment), les auteurs du Mémoire évaluaient les coûts routiers attribuables à l'abandon à 62 millions de dollars au cours d'une période de 15 ans.* Pour l'abandon total (un système de terminus intérieurs importants qui remplacerait le système d'élévateurs actuel), les auteurs ont évalué les coûts routiers à plus de deux milliards de dollars (routes rurales et autoroutes).

Si l'on suppose que la moitié de ces coûts s'appliquerait aux routes rurales, cette estimation dépassera néanmoins un milliard de dollars.

On doit signaler que cette estimation est fondée sur l'incidence que pourraient avoir les décisions les plus draconiennes au chapitre de l'abandon des lignes de chemin de fer.

* Cette estimation porte sur environ 4 400 milles de routes rurales et 1 000 milles d'autoroutes.

b) L'étude du TAS

En 1979-1980, la Transportation Agency a étudié les répercussions potentielles de l'abandon de lignes ferroviaires sur le réseau routier de cinq régions de la province. Les méthodes qu'elle a employées étaient caractérisées par trois grandes étapes: 1) Détournement, 2) Effet et 3) Organisation.

Fondamentalement, qui dit détournement dit établissement de régions de captage pour des points précis d'expédition avant et après l'abandon. Ces régions sont déterminées en se servant de la méthode de la plus courte distance à angle droit (SRAD); en d'autres termes, la plus courte distance sur les routes jusqu'à un point de livraison détermine la destination du grain.

L'étude de l'effet consiste à évaluer le nombre de voyages que fait un camion par zone agricole. Évidemment, cela dépend de la production (laquelle est déterminée par le rendement moyen par acre cultivé et la moyenne d'acres cultivés par section dans chaque zone) et de la taille du camion (laquelle est déterminée par la distance parcourue).

L'organisation est le processus par lequel des réseaux routiers sont choisis pour des voyages particuliers--la route la moins coûteuse est choisie pour chaque voyage (et est déterminée par les aspects particuliers du voyage--les facteurs du coût d'utilisation d'un véhicule pour diverses tailles de camions et types de routes).

Ainsi, TAS a choisi, pour les voyages de camions dont le poids par essieu du véhicule chargé (SALP) équivalait à 18 kip, les routes touchées par un détournement de la circulation causé par l'abandon de certaines lignes ferroviaires. Ces prévisions ont été établies à partir d'un facteur de 1,5 fondé sur la prévision de la Commission canadienne du blé selon laquelle les exportations de grain augmenteront de 50% d'ici 1985. Les paramètres employés dans l'étude TAS pour le calcul des coûts de la répercussion de l'abandon sur les routes sont les suivants:

- 1) on s'est servi, pour la projection de la circulation des camions-trémies, d'un facteur de 1,5;
- 2) les autres projections relatives à la circulation ont été établies à partir d'une moyenne provinciale (2% par année);
- 3) tout traitement à l'huile ou AMOS dépassant un SALP équivalent à 10-18 kip nécessite la remise en état de la route pour qu'elle respecte les normes visant les chaussées;
- 4) si les réseaux ou quadrillages de base dont le volume de circulation dépasse 55 AADT (débit journalier moyen d'une année) reçoivent un traitement à l'huile d'ici 1985, et que ces réseaux acceptent alors des

véhicules dont le chargement dépassera 10-18 kip SALP, les travaux de remise en état seront imputables à l'abandon;

- 5) l'augmentation des coûts d'entretien des routes en gravier a été déterminée à l'aide d'un modèle mis au point par Highways et qui établit un lien entre le SALP équivalent à 18 kip et les coûts d'entretien.

Le tableau qui suit donne un résumé des conclusions de cinq secteurs étudiés.

Résumé des conclusions du TAS

Région	Nombre de milles pour abandon	Nombre de milles de voies municipales à		Coûts des améliorations*	
		Entretenir	Construire	Entretien	Construction
Asquith	43,8	6	12,7	2 035\$	1 777 000\$
Wishart	26,9	31	0	10 483\$	0\$
Meskanaw	69,7	19	10,5	6 820\$	1 094 500\$
Carleton	39	45,5	18	10 615\$	1 925 000\$
Gravelbourg	74	70,5	0	34 898\$	0\$
TOTAL	253,4	172	41,2	64 851\$	4 196 500\$

* Gullickson a exprimé les chiffres du TAS en dollars de 1981.

Gullickson (1981) a fait des extrapolations en se servant des conclusions de l'étude du TAS pour arriver à une évaluation des répercussions de l'abandon sur les routes de la province. En se servant des rapports entre la distance et les coûts, il a estimé que les coûts attribuables à toutes les lignes ferroviaires déjà abandonnées ou devant l'être seraient d'environ 28 millions de dollars entre 1975 et 1985. Si les mouvements de grain demeurent constants après 1985 et qu'il y ait remise en état des routes tous les 20 ans, les coûts s'élèveraient à 1,4 million de dollars par année, plus 400 000 \$ pour l'entretien, soit un coût total de 1,8 million de dollars par année attribuable à l'abandon de lignes de chemin de fer.

c) Quelques mises en garde

Il existe de nombreuses suppositions qui pourraient nous induire en erreur dans les estimations présentées un peu plus haut, d'où l'importance de les interpréter avec sagesse. On pourrait, tout au mieux, dire qu'il s'agit de conjectures relatives aux coûts routiers pouvant résulter de l'abandon de certaines voies ferroviaires.

La première supposition importante est qu'il y aura une augmentation de 50 % des exportations de grains. Il s'agit simplement d'une supposition avancée par des personnes qui s'y connaissent dans le domaine, à partir de leurs propres prédictions de la demande mondiale. Fait encore plus important, même si cette prédiction se réalise, il est question d'exportations canadiennes et non de la Saskatchewan. Autrement dit, généraliser cette prédiction, sans tenir compte des variantes régionales, reviendrait à faire une affirmation globale qui pourrait poser des problèmes. Faire des évaluations à partir de pareille affirmation est une chose, aller plus loin et appliquer des rapports calculés à partir de ces évaluations pour en obtenir une qui soit valable pour une province en est une autre. Ce lot de suppositions peut nous amener à douter de la validité du résultat final.

d) A New Development: A Proposal by the CTC to limit the Impact of Rail Line Abandonment and Producers

Récemment, la C.C.T. a étudié la faisabilité d'élévateurs éloignés des voies pour essayer d'atténuer certains des effets qu'a l'abandon de lignes ferroviaires sur la situation de certains producteurs (Fleming et Yansouni 1981). Le principe du modèle d'élévateur éloigné des voies consiste à continuer d'utiliser certains élévateurs qui se trouvent sur des lignes abandonnées. Le grain serait alors acheminé par camions de ce type d'élévateur à un point de transbordement (un élévateur situé sur une ligne fonctionnelle). Le coût du transport par camion de l'élévateur hors circuit à un point de transbordement serait supporté par le gouvernement fédéral qui réaliserait d'importantes économies eu égard aux subventions à l'entretien qu'il verse actuellement au titre de lignes non productives.

Par cette option, le gouvernement fédéral, les sociétés qui exploitent des élévateurs ainsi que les compagnies de chemin de fer réaliseraient des économies (moindres que s'il y avait abandon total), et les céréaliculteurs subiraient des pertes (moindres que s'il y avait abandon total). Toutefois, les conséquences de l'abandon total et de cette option de l'élévateur éloigné des voies pour les autorités municipales et provinciales ne sont pas adéquatement étudiées. On présume tout simplement que les coûts routiers accrus n'excéderont pas les dépenses accrues que devra engager le producteur. Dans une étude portant sur la subdivision Kelfield, de 27,9 milles, le coût annuel au producteur a été évalué à 50 000 \$ en cas d'abandon total, et à 21,000 \$ si l'on retient l'option de l'élévateur éloigné des voies. Si l'on procède à une extrapolation à l'échelle de la province, on obtient une évaluation des coûts routiers totaux de 2,6 millions de dollars en cas d'abandon total, et de 1,1 million de dollars si l'on retient l'option de l'élévateur éloigné des voies. Cet écart toutefois est difficile à rationaliser puisque dans un cas comme dans l'autre, le même volume de grain est transporté par route. L'option de l'élévateur hors circuit serait probablement plus coûteuse du point de vue des coûts routiers en raison de la concentration d'un lourd trafic entre les élévateurs hors circuit et le point de transbordement.

e) Résumé

Cette section résume les grandes études portant sur les effets que l'abandon d'une ligne ferroviaire pourrait avoir sur le système routier. Comme nous l'avons vu, toutes prêtent le flanc à la critique. Néanmoins, elles nous indiquent à quoi nous attendre. Le tableau qui suit résume les diverses évaluations.

Évaluation des coûts routiers
attribuables à l'abandon d'une ligne ferroviaire

Étude		Millage par chemin de fer	Millage par route	Coûts des améliorations (en millions de dollars par année)
Mémoire à Hall	Coûts limités	2 400	5 340	4,13
	(lignes parallèles maintenues)			
	Total		12 960	150
	(Hypothèse d'un terminal à l'intérieur des terres)			
TAS	Zones d'étude	255	213	0,34
	Gullickson	1 460	1 425	1,83
CCT	Étude d'un cas			
	Coûts limités	29,7		0,02
	(avec élévateur éloigné des voies)			
	Total	29,7		0,05
	(Abandon total d'un point de livraison)			
	Extrapolation*			
	Coûts limités	1 460		1,10
	(avec élévateur éloigné des voies)			
	Total	1 460		2,62
	(abandon total d'un point de livraison)			

* Pour l'étude de la C.C.T., j'ai fait une extrapolation en supposant dans le cas de Gullickson un millage de 1 460.

Par conséquent, $\frac{1\,460}{29,7} \times 50\,000$, en cas d'abandon total,
on calcule

ou

$\frac{1\,460}{29,7} \times 21\,000$, dans le cas de l'option de l'élévateur
éloigné des voies (coûts limités)

REMARQUE: Ces lignes de chemin de fer ont déjà été abandonnées sur une distance d'environ 900 milles; par conséquent, comme nous l'avons déjà dit, certains de ces coûts sont déjà absorbés ou il se produit une détérioration du réseau routier.

Il ressort clairement de ces évaluations qu'on ne s'entend pas sur les effets de l'abandon d'une ligne de chemin de fer. Il peut néanmoins être utile de quantifier en dollars les effets distincts et combinés de l'abandon d'une ligne de chemin de fer et des augmentations du mouvement du grain. Le tableau qui suit expose les coûts annuels que suppose la concrétisation de diverses hypothèses d'augmentation du mouvement du grain.

Augmentation prévue des coûts routiers annuels
s'il y a commercialisation d'un volume de grain
de 50 % supérieur d'ici 1985, ainsi qu'un abandon
partiel d'une ligne de chemin de fer

Réseau	Kilomètres	Dépenses routières annuelles (en millions de dollars)	Augmentation de 50 % du mouvement du grain (en millions de dollars)	Abandon d'une ligne de chemin de fer (en millions de dollars)	Total
Municipal	54 304	60	3,4	1,8*	5,2***
Autoroute	21 213	51,1	5,9	2,1**	8
TOTAL	75 517	111,1	9,3	4,1	13,2

* Montant calculé par année et établi en fonction de l'évaluation de Gullickson (coûts de reconstruction de 28 \$ millions échelonnés sur 20 ans = 1. 4 \$ million + 433 500 \$ d'entretien annuel).

** Montant calculé par année et établi en fonction de la faible évaluation des divers niveaux, contenue dans le mémoire que le gouvernement de la Saskatchewan a adressé à la Commission Hall (soit 62 millions/2, en supposant que la moitié des dépenses engagées au titre des autoroutes sont étalées sur quinze ans, le délai repère de cette étude).

*** Il peut y avoir chevauchement puisque l'étude TAS incluait une augmentation de 50 % du mouvement du grain.

Chaque année, environ 60 millions de dollars sont affectés aux routes municipales, et 51,1 millions à l'entretien des autoroutes. Si l'on compare ces évaluations des coûts accrus attribuables au mouvement du grain par camion (évalué à 5,6 % des dépenses routières dans le cas des routes municipales, et à 11,5 % dans celui des autoroutes, voir Section II) à ces dépenses totales, on peut prévoir une augmentation des dépenses routières annuelles de l'ordre de 3,4 millions de dollars dans le cas des routes rurales, et de 5,9 millions pour les autoroutes, en supposant une augmentation de 50 % du mouvement du grain d'ici 1985.

Si toutes les lignes de chemin de fer qui doivent être abandonnées d'ici 1985 le sont effectivement, il pourrait en résulter des dépenses accrues de

1,8 million de dollars par année pour les routes municipales, et de 2,1 millions de dollars par année pour les autoroutes, en raison du transport du grain par camions. Les effets combinés de l'abandon d'une ligne de chemin de fer et d'une augmentation de 50% du mouvement du grain pourraient hausser de 5,2 millions de dollars par année les coûts d'entretien des routes rurales et de 8 millions de dollars ceux des autoroutes, soit un total de 13,2 millions de dollars par année.

IV Intensification du camionnage

S'il se produit, comme on l'a prévu, une forte augmentation des livraisons du grain par camions, les routes rurales seront touchées. Il est difficile toutefois de quantifier l'ampleur de ce mouvement.* On ne fournit que des données de cas particuliers:

- Au cours des 20 dernières années, le millage routier a augmenté de 20% tandis que le millage ferroviaire a diminué d'autant.
- En moyenne, le transport du grain de la ferme à l'élévateur a doublé.
- Dans les provinces de l'Ouest, 5 000 wagons-trémies commerciaux assurent le mouvement du grain.
- En 1980, les coûts d'entreposage des entreprises agricoles des provinces de l'Ouest ont atteint cent millions de dollars.
- Il y aurait, chaque semaine, cent camions qui partent des provinces de l'Ouest pour aller à Thunder Bay.
- On cite divers exemples de transport sur de longues distances (blé, colza, haricots, lentilles et autres).

Si peu élaborée que soit cette idée, elle est intéressante compte tenu du fait qu'on a récemment annoncé que le gouvernement fédéral souhaite modifier le tarif du Nid-de-Corbeau. Si ces modifications proposées permettaient de fixer des tarifs différentiels, les compagnies de chemin de fer pourraient, en imposant des taux prohibitifs à certaines lignes en provoquer l'abandon. TAS soutenait en 1977 que:

* Selon un récent article paru dans le Leader Post, 2% du grain des provinces de l'Ouest sont maintenant acheminés par camionnage commercial vers un terminal situé à l'intérieur des terres. (Thomas Nun, LP, no du 13 février 1982).

Si le tarif du Nid-de-Corbeau est aboli, les compagnies de chemin de fer auront la possibilité d'imposer des taux différents à des lignes différentes. En imposant des taux supérieurs aux lignes moins rentables, et des taux inférieurs aux lignes rentables, les compagnies de chemin de fer se doteront d'un levier économique leur permettant de convaincre les agriculteurs de faire transporter leur grain par camion jusqu'à certains points, et d'en abandonner d'autres. Cette tactique jumelée à la présence d'importants terminaux à l'intérieur des terres contraindra les agriculteurs à acheminer leur grain par camion vers les terminaux situés à l'intérieur des terres, ou à payer des tarifs de fret bien supérieurs pour conserver leur élévateur local. S'ils sont contraints par cette pression économique à acheminer leur grain vers les terminaux situés à l'intérieur des terres, l'élévateur local fermera, et, comme l'ont montré des études récentes, la communauté locale diminuera très rapidement dès cette fermeture. Cet abandon aura des effets très négatifs sur la nature et la viabilité du mode de vie rural et des petites municipalités. (The Crow Rate and National Transportation Policy, TAS 1977).

Pour mener cette hypothèse à son aboutissement logique, il faudrait conclure à la fin du système des élévateurs locaux et à l'implantation d'un système de terminaux situés à l'intérieur des terres. Comme nous l'avons vu, ce système pourrait coter jusqu'à 150 millions de dollars par année sous forme de dépenses routières accrues.

Si le tarif du Nid-de-Corbeau est modifié, le camionnage commercial deviendra très certainement de plus en plus concurrentiel à mesure que les taux ferroviaires augmenteront. Bien qu'il s'agisse pour l'instant de données largement spéculatives, elles méritent néanmoins qu'on en tienne particulièrement compte dans les études qui seront faites à l'avenir.

V Conclusion

À la lecture de ce qui précède, on se rend bien compte que les estimations varient en ce qui concerne l'ampleur des répercussions que l'accroissement du transport routier du grain aura sur chacun des facteurs qui entrent en ligne de compte. Dans certains cas, les estimations doivent être étudiées plus à fond. D'après diverses études, l'abandon de lignes de chemin de fer aura des effets importants sur les coûts, mais les méthodes et les procédures d'estimation employés prêtent le flanc à la critique.

Une seule conclusion fait à peu près l'unanimité: une augmentation de 50 % des livraisons de grain par route n'entraînera que des répercussions minimales sur le réseau de routes désignées.

Il existe peu de données directes sur le transport commercial du grain par camion. Actuellement, il ne représente que 2 % des mouvements de grain.

Il ne faut cependant pas négliger les répercussions potentielles de cette forme de transport du grain. Il y a lieu de procéder à d'autres études, en particulier en fonction des modifications proposées au tarif du Nid-de-Corbeau. Comme on l'a vu, ces modifications pourraient entraîner des coûts importants.

Il faut également penser particulièrement aux endroits où il y a en même temps concentration de trafic industriel et augmentation du transport de grain par route. Dans ces régions, c'est le trafic industriel qui cause la majorité des problèmes d'entretien, d'où le caractère d'urgence que la question revêt dans certaines régions de la province. La notion de revitalisation des régions rurales comporte ce genre d'inconvénient.

Selon le bureau de planification, la revitalisation des régions rurales touchera de nombreuses régions dans les années 1980. Celui-là prévoit une croissance des industries de la potasse, des pâtes et papiers, du pétrole et du gaz (en particulier le projet Upgrader et de l'industrie manufacturière en général. D'après le Bureau, cette expansion industrielle sera répartie dans l'ensemble de la province.

L'augmentation prévue de l'activité industrielle rurale, une aubaine pour de nombreuses régions rurales, va constituer une charge additionnelle pour le système routier, et va peut-être exacerber les problèmes d'entretien et de sécurité. Dans l'immédiat, il faut essayer d'atténuer ces problèmes et d'entretenir le système routier pour qu'il réponde à des normes acceptables et sûres pour la circulation rurale normale, y compris la circulation de camions-trémies.

Bibliographie

Fleming et Yansouni, «Praticabilité économique des élévateurs hors-voie dans les provinces des Prairies», Commission canadienne des transports, 1981.

Gullickson, «A Summary of Municipal Road Impact Assessments Resulting from Rail System Abandonment in Five Regions of Saskatchewan and the Potential Impact of Such Abandonment when Undertaken on Province Wide Basis (1975 to 1985),» Planning and Research Branch, Rural Affairs, 1981.

Gullickson, «Rural Affairs Data Base Study,» Planning and Research Branch, Rural Affairs, 1982.

Nota: Ce document contient une revue de diverses études portant sur l'abandon de lignes de chemin de fer et en particulier sur la viabilité des collectivités touchées.

King, Hassan et Churko, «Development of a Traffic Estimation and Assignment Methodology for Grain Truck Traffic Under Various Rail Line/Grain Elevator Abandonment Proposals» Planning Branch, Saskatchewan Highways and Transportation 1976.

Nun, Thomas, «More Farmers May Change to Trucking Grain when Crow Changes,» Regina Leader Post, 1e 13 février 1982.

Roportz, Henry, «The Boom in Long-Haul Grain Truck Deliveries,» Grainews, août 1981.

Gouvernement de la Saskatchewan, «Submissions to the Grain Handling and Transportation Commission,» 1976.

Transportation Agency of Saskatchewan, The Crown Rate and National Transportation Policy, 1977.

Transportation Agency of Saskatchewan, «A Study of the Road Impact Costs Resulting from Rail System Abandonment in Saskatchewan,» 1980-1981.

APPENDICE «TRPT-291»

MÉMOIRE

AU

Comité permanent des transports

Concernant le projet de loi C-155

TABLE DES MATIERES

	<u>Page</u>
Introduction	
1. Bétail	
2. Quotas	
3. Taux variables	
4. Capacité des cultivateurs de payer	
5. Comité supérieur du transport du grain	
6. Éléments constructifs	
Résumé	
Délégués du district no 6	

Le présent mémoire est rédigé au nom de neuf délégués élus du Syndicat du blé de la Saskatchewan. Ensemble, nous représentons une région de Regina d'un rayon d'environ 100 kilomètres, appelée le district no 6 du Syndicat du blé de la Saskatchewan. Nous représentons plus de 5 500 habitants qui font le commerce du grain et du bétail et achètent du matériel agricole.

Pendant la dernière année, nous nous sommes présentés devant le Conseil municipal de Regina, recueillant auprès des citoyens et des membres du Syndicat des pétitions dans lesquelles ils expriment leurs préoccupations et nous réunissant avec des producteurs et autres personnes, afin qu'ils participent aux efforts de notre organisme.

Nos impressions au sujet de diverses parties du projet de loi C-155 sont indiquées ci-dessous :

1. Bétail

Les délégués du district no 6 ne sont pas d'avis que l'industrie du bétail de l'Ouest sera affectée si le paiement de la subvention portant sur le tarif de transport est versé entièrement aux compagnies ferroviaires. Toutefois, nous craignons fort que le versement d'une partie quelconque de la subvention aux producteurs provoquerait une production accrue de céréales fourragères à des prix beaucoup plus bas. Des prix moins élevés peuvent sembler la planche de salut pour l'industrie du bétail de l'Ouest canadien, mais même aujourd'hui, les producteurs de céréales fourragères du district no 6 sont aux prises avec de graves difficultés financières. Il faut trouver le moyen d'augmenter le prix du bétail.

Nous félicitons le gouvernement fédéral d'avoir déployé des efforts pour créer un office national de stabilisation du prix du boeuf. Il ne fait aucun doute qu'il faut orienter nos efforts vers une commercialisation ordonnée.

Entre le 9 juillet 1982 et le 9 juillet 1983, dans le parc à bestiaux public de Regina appartenant au Syndicat du blé de la Saskatchewan, sont passés 74 285 têtes de bétail et veau de quelque 5 900 producteurs. Un peu plus de 38 000 têtes provenaient du district no 6.

2. Quotas

Les producteurs du district no 6, secteur où la production de céréales est élevée, seraient très sérieusement touchés par toute mesure décourageant la production accrue de céréales. Le fardeau financier imposé à ceux que nous représentons mettrait ces derniers en position déficitaire; il est évident que tout projet de loi ne devrait donc renfermer aucun quota sur les volumes.

3. Taux variables

Le concept des taux variables imposés aux exploitants d'élévateurs et aux compagnies ferroviaires du district no 6 risque de nuire à tel point à la prestation de services acceptables à nos producteurs que nous nous voyons dans l'obligation de rejeter pareil concept, sauf dans la mesure où il a un rapport entre les distances parcourues et l'application d'un Règlement.

4. Capacité des cultivateurs de payer

Les délégués du district no 6 sont d'accord avec la disposition du projet de loi C-155 voulant qu'il y ait une limite sur la capacité des producteurs de payer. Nous souscrivons à ce principe, mais afin que nos producteurs soient suffisamment protégés, nous proposons qu'une limite de 6% soit imposée sur le prix à la production de chaque céréale admissible, peu importe les limites imposées sur les volumes.

5. Comité supérieur du transport du grain

Bien que nous reconnaissons que le principe favorisant la création d'un comité supérieur du transport du grain peut être valable, le nombre de ses représentants devrait être très inférieur à vingt-et-un. Toutefois, les représentants du district no 6 du Syndicat du blé de la Saskatchewan sont d'avis que le pouvoir conféré à l'administrateur et au comité en vertu du projet de loi C-155 les mette dans une très marginale posture, et que les responsabilités de commercialisation de la Commission canadienne du blé seront restreintes au point qu'elles ne serviront pas nécessairement les intérêts des producteurs que nous représentons. Nous recommandons donc que le comité soit supprimé et que ses pouvoirs et fonctions soient attribués à la Commission canadienne du blé.

6. Eléments constructifs

Depuis que le gouvernement du Canada et d'autres organismes ont ajouté de nombreux wagons à trémie pour le transport de céréales, nos producteurs ont réalisé des ventes accrues. Nous souscrivons à cette mesure combinée à la poursuite du programme d'amélioration des embranchements.

Comme la subvention sera versée entièrement aux compagnies ferroviaires et que le gouvernement fédéral pourra ainsi en garantir le rendement, nous sommes satisfaits de ce que le fédéral reconnaisse que le transport ferroviaire constitue une responsabilité nationale et que ce réseau sera entretenu dans les décennies à venir.

En résumé, les neuf délégués du district no 6 sont fermement convaincus que si les points susmentionnés sont insérés dans une version modifiée du projet de loi C-155, les intérêts des producteurs qui les ont élus seront bien défendus.

Nous vous remercions de nous avoir donné l'occasion de comparaître devant votre Comité, et nous espérons que vos délibérations seront couronnées de succès.

Bob McKell, secrétaire
District no 6, Sous-division régionale no 4
Case postale 341
Regina (Saskatchewan)
S4P 3A1

Délégués du district no 6:

- Sous-division régionale no 1 - André Perras, Montmartre
- Sous-division régionale no 2 - Lillian Fahlman, Kronau
- * Sous-division régionale no 3 - Booker Cornea, Moose Jaw
- Sous-division régionale no 4 - Bob McKell, Regina
- Sous-division régionale no 5 - Dave Weber, Regina
- Sous-division régionale no 6 - Don Olson, Fort Qu'Appelle
- Sous-division régionale no 7 - Bill Relf, Wolseley
- Sous-division régionale no 8 - Barry Senft, Lipton
- Sous-division régionale no 9 - Eric Kramer, Southey
- * Représentant du conseil d'administration

APPENDICE «TRPT - 292»

M É M O I R E P R É S E N T É

AU

COMITÉ PERMANENT DES TRANSPORTS

PAR LE

DISTRICT No 8, SOUS-DIVISION REGIONALE No 6

DU SYNDICAT DU BLE DE LA SASKATCHEWAN

AOÛT 1983

Le présent exposé est présenté au nom du District no 8, Sous-division régionale no 6 du Syndicat du blé de la Saskatchewan qui représente quelque 690 producteurs. Nous desservons une région du Nord-est de la Saskatchewan qui se trouve sur l'embranchement Swan River (Manitoba)--Sturgis (Saskatchewan). Nous avons toujours lutté à propos de la question du transport. Par le passé, il nous a fallu nous battre pour conserver cet embranchement et il nous faut maintenant livrer bataille pour le maintien du tarif réglementaire du Nid-de-Corbeau.

En tant qu'agriculteurs, nous produisons une ressource très valable: des aliments. Nous sommes également de gros consommateurs du produit de notre labeur, aidant ainsi à créer des emplois au Canada. Nous estimons que la preuve en est faite par la chute draconienne des revenus des cultivateurs au cours des dix dernières années et les nombreuses mises à pied qu'il en est résulté dans les usines de fabrication de matériel ainsi que partout ailleurs. Qui dit augmentation des licenciements, dit réduction des sommes à dépenser et aggravation du chômage. Et le cycle continue.

Les cultivateurs, à titre de producteurs et de citoyens du Canada, estiment avoir déjà beaucoup trop donné aux sociétés ferroviaires, notamment en achetant des wagons-trémies et en s'occupant de la réfection des embranchements. Ils sont frustrés qu'on les oblige à attendre en ligne de cinq à six heures aux élévateurs avant de décharger leur grain et qu'on leur dise finalement qu'il n'y a pas suffisamment de wagons pour accepter leur chargement. Les exploitants agricoles sont insatisfaits, parce qu'à titre de citoyens et de producteurs canadiens, ils ont acheté un nombre élevé, bien que de toute évidence insuffisant, de wagons-trémies pour transporter leur grain. Ils sont également insatisfaits du fait que des wagons chargés restent stationnés près des élévateurs plusieurs jours avant d'être déplacés. S'il y a à l'heure actuelle pénurie de wagons, comment les sociétés ferroviaires pourraient-elles transporter plus de grains, si nous payions plus cher, à moins que nous n'achetions nous-mêmes de nouveaux wagons, étant donné que nous savons fort bien que les sociétés ferroviaires ne le feront pas. En outre, avec l'augmentation du trafic qu'on nous prédit, nos voies devront de nouveau être améliorées et ce, à nos frais, car les sociétés ferroviaires ne les entretiendront pas plus qu'avant. Voilà un semblant de bonne idée. Les sociétés ferroviaires obtiennent les terres ainsi que le matériel nécessaires au transport des produits et demandent à quelqu'un d'autre de s'occuper de l'entretien. Ce serait bien que quelqu'un donne à l'exploitant agricole son lopin de terre et les machines dont il a besoin et assume le coût de toutes les améliorations nécessaires et que celui-ci n'ait en retour qu'à fournir l'énergie et la main-d'oeuvre requises.

Passons maintenant à l'étude de quelques propositions faites par le gouvernement du Canada en matière de transport. La loi proposée par le gouvernement entravera la production du grain en imposant au gouvernement un plafond de 31,1 million de tonnes. C'est tout à fait épouvantable. On nous dit que si nous produisons davantage, nous serons pénalisés, et ce alors que des millions de gens meurent de faim. C'est à n'y rien comprendre.

La loi proposée par le gouvernement ne protège pas le concept d'une «compensation égale pour une distance égale». Autrement dit, elle permet des taux de transport variables. Comme je l'ai mentionné plus tôt, notre sous-district a livré des batailles pour conserver son embranchement; si ce projet de loi était adopté, il nous faudrait refourbir nos armes pour la même cause. La loi proposée par le gouvernement prévoit la création d'un office du transport du grain. Nous estimons que celui-ci rognera sur les pouvoirs de la Commission canadienne du blé que, selon nous, devrait être chargée de l'affectation des wagons étant donné que c'est elle qui s'occupe de l'expédition du grain au Canada. L'affectation des wagons servant au transport du grain ne peut être confiée à un organisme de l'extérieur si l'on veut améliorer le système. Les pouvoirs de la Commission canadienne du blé devraient être grandement accrus pour assurer la mise en place d'un système méthodique de commercialisation de notre grain.

Il y a ensuite le coût du transport du grain des producteurs. Comme je l'ai mentionné plus tôt dans ce mémoire, les exploitants agricoles créent des emplois. En demandant aux producteurs de payer plus cher pour ce service, on rogne une fois de plus sur leur revenu net. Par exemple, en utilisant les trois points, Arran, Pelly et Norquay, je signale que pour la campagne agricole 1981-1982, 94 492 tonnes de grain ont été transportées. Ainsi, notre facture au titre du transport s'est chiffrée cette année-là à 418 694,22 \$ à raison de 4,41 \$ la tonne. En doublant simplement le taux de transport, nous nous retrouverons avec 418 694,22 \$ de moins à dépenser. Si le projet de loi du gouvernement est adopté, le taux de transport actuel pourrait sextupler. Cela signifie que notre facture pour le transport à partir de notre région se chiffrerait à 2 512 165,30 \$, une augmentation annuelle de 2 093 471,10 \$. Ce montant serait retranché du revenu net du producteur et, par conséquent, du marché. Vous comprenez maintenant ce que je veux dire lorsque j'affirme que les producteurs créent des emplois. Lorsque le consommateur n'achète pas ou diminue ses dépenses, l'effet se fait sentir automatiquement chez le producteur qui ralentit sa production.

J'aimerais souligner que les exploitants agricoles sont battus d'avance. Néanmoins, nous estimons qu'il faut conserver le tarif réglementaire du Nid-de-Corbeau et nous livrons bataille depuis longtemps pour qu'il en soit ainsi. Nous avons envoyé de nombreuses résolutions à cet effet aux gouvernements fédéral et provinciaux. Nous croyons que les droits et privilèges des exploitants agricoles ne cessent d'être aliénés et que la suppression du tarif réglementaire du Nid-de-Corbeau sera la goutte qui fera déborder le vase.

En conclusion, nous espérons que vous étudierez sérieusement notre mémoire et examinerez tous les points que nous y soulevons. Nous croyons que ceux-ci sont essentiels à la survie de nos exploitants agricoles. Dans ce contexte, sachez que nous ne saurions accepter que soit supprimé le tarif réglementaire du Nid-de-Corbeau.

Respectueusement soumis par

David Zbeetnoff, Délégué, District no 8, Sous-division régionale no 6,
Syndicat du blé de la Saskatchewan, Pelly, Saskatchewan

APPENDICE «TRPT-293»

Syndicat du blé de la Saskatchewan

1e 13 juillet 1983

M. Robert Bocksteal,
Vice-président
Comité permanent des transports
Chambre des communes
Ottawa, Ontario
K1A 0A6

Monsieur,

Ci-jointe une copie du mémoire qui a été élaboré depuis plusieurs mois par les neuf délégués du district no 15 du Syndicat du blé de la Saskatchewan.

Le mémoire a obtenu l'apport d'un certain nombre de particuliers et de comités agricoles du district no 15. Le district no 15 du Syndicat du blé de la Saskatchewan est proche, sur le plan géographique, de la circonscription fédérale de Prince-Albert.

Les délégués ont demandé du temps pour présenter le mémoire au Comité permanent des transports lors de ses auditions en août dans l'Ouest du Canada.

J'espère que vous reconnaitrez ce que la majorité des exploitants agricoles pensent du problème du transport du grain.

Respectueusement,

(Original signé par)

Tom Simonds,
Représentant du district no 15
Division des relations avec les membres
Syndicat du blé de la Saskatchewan
R.R. 5, Emplacement 16-88
Prince-Albert, Saskatchewan
S6V 5R3

TS/ab

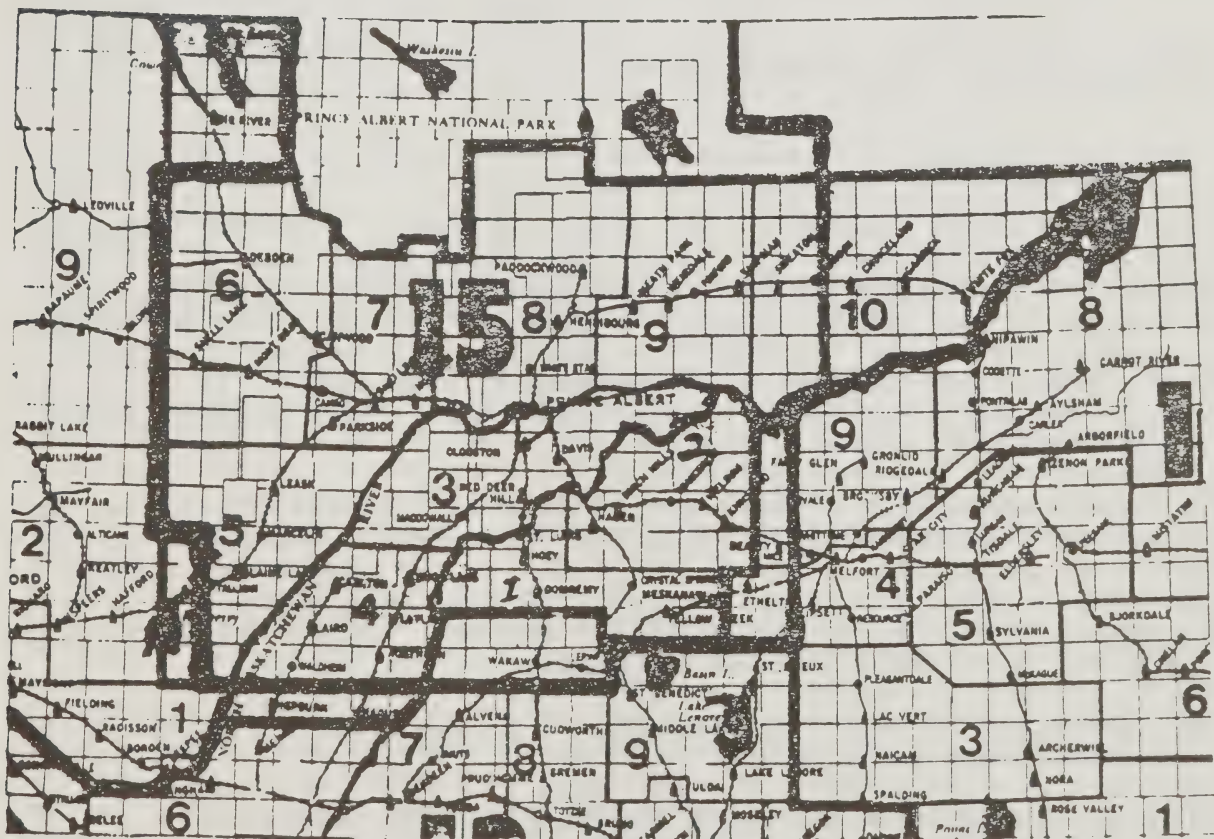
Annexe

SYNDICAT DU BLE DE LA SASKATCHEWAN

MEMOIRE DU DISTRICT No 15

SUR LE TRANSPORT DU GRAIN

CIRCONSCRIPTION DE PRINCE-ALBERT



DISTRICT No 15
POSITION SUR LA QUESTION DU TRANSPORT DU GRAIN

Le Syndicat du blé de la Saskatchewan, district no 15, comprend environ 6 000 exploitants agricoles actifs. Nous possédons 42 comités du Syndicat du blé regroupant 434 hommes et femmes de tout âge et de toute catégorie. Les exploitants agricoles du district élisent neuf délégués qui choisissent parmi eux un administrateur du Syndicat du blé de la Saskatchewan.

Le transport a toujours été un problème pour cette partie de la province. Si vous vous rapportez aux procès-verbaux des réunions du comité des années 1920, vous constaterez que ces procès-verbaux ressemblent aux procès-verbaux des années 1980. Depuis le début de 1980, nous avons consacré nombre d'heures et de réunions à parler de transport parmi les 3 000 membres du district. Le présent mémoire énonce les points sur lesquels la majorité des membres tombent d'accord. Ce qui suit a en grande partie été rassemblé par un exploitant agricole un comité ou un groupe de comités ou par les délégués qui représentent ces exploitants agricoles. Nous avons, d'une façon ou d'une autre, fait circuler cette information dans tout le district no 15.

Il y a 35 comités du Syndicat du blé de la Saskatchewan dans la circonscription fédérale de Prince-Albert.

Besoin d'un changement

Comme nous l'avons mentionné, les procès-verbaux qui remontent à un grand nombre d'années indiquent que le système ferroviaire n'a pas toujours satisfait aux besoins des exploitants agricoles au cours de ces années. C'est donc que la loi régissant le transport du grain n'a pas suffi pour contraindre les chemins de fer à transporter le grain de façon efficace et efficiente depuis le début, même si, durant la plupart de ces années, le tarif du transport du grain du Nid-de-Corbeau acquittait et, dans certaines années, dépassait le coût du transport du grain.

Les exploitants agricoles ont remarqué que les chemins de fer n'ont pas maintenu leurs embranchements et le matériel du transport du grain bien que, pendant un grand nombre d'années, les chemins de fer gagnaient de l'argent à transporter le grain mais qu'ils pouvaient faire des gains encore plus élevés dans d'autres entreprises et qu'ils y mettaient là leur dollars au lieu d'entretenir le système à un niveau satisfaisant.

*Les exploitants agricoles ont donc réclamé une modification à la loi et une politique nationale des transports.

Les exploitants agricoles espéraient que cette politique assurerait:

- 1) des garanties satisfaisantes pour les embranchements qui seront maintenus.
- 2) la présence d'un élévateur à une distance raisonnable de façon que les exploitants agricoles peuvent transporter le grain en camion de leur établissement à l'élévateur de leur choix.
- 3) et que lorsqu'on examine l'efficacité du système, on le considère du point de vue du système le plus efficace à partir de leur établissement à l'océanique et non seulement du point de vue de l'efficacité du chemin de fer en particulier. Ceci comprendrait le camionnage, les chemins de fer, les élévateurs, les terminus, les voies ferrées, les chemins tributaires et les routes, etc.

Nous ne voyons rien de ceci dans les politiques que Pépin présente à la Chambre des communes. Nous sommes déçus de voir que tous ces efforts ont été faits et que Pépin n'a pas pu reconnaître les besoins des exploitants agricoles de notre région du Canada.

Ce que le plan Pépin devrait comporter

Le tarif effectif du transport des marchandises est un élément mais les principes du tarif du Nid-de-Corbeau sont un autre facteur bien différent.

Si nous avons un tarif du Nid en 1983 en dollars de 1983 par rapport à un tarif du Nid de 1950 en dollars de 1950, la plupart des exploitants agricoles ne se plaindraient pas autant.

Ce qui inquiète les exploitants agricoles, c'est la menace qui pèse sur les principes fondamentaux que nous lions au tarif du Nid-de-Corbeau.

Le tarif du Nid nous garantit un taux pour nos exportations de grain qui est moindre que celui des ventes au Canada, de façon que nous puissions expédier notre produit sur les distances assez longues qu'il nous faut parcourir pour notre exportation. Il est juste que le contribuable aide à subventionner ces taux parce que chaque tonne que nous exportons aide le Canada dans son entier dans sa balance des paiements autant qu'elle aide l'exploitant agricole qui la produit.

Le point no 2 veut que le tarif du Nid-de-Corbeau soit non variable. Le tarif du Nid n'a pas été fixé de façon que l'agriculture puisse se développer à Melfort ou à Meadow Lake au même rythme qu'à Winnipeg ou à Regina. Si nous avons des taux variables, la terre proche des lignes principales verrait son prix augmenter à un niveau si élevé que personne ne pourrait l'acheter tandis qu'à une centaine de milles plus loin, dans un embranchement, l'exploitant agricole ne pourrait même pas donner sa terre gratuitement. Quand aux versements à faire aux exploitants agricoles, certains éleveurs de bétail croient que cette idée est bonne parce qu'ils s'attendent à recevoir quelque

chose gratuitement. La grande majorité des producteurs de grain et des producteurs mixtes de grain et de bétail se rendent compte du besoin du travail de comptabilité et de l'effectif nécessaires pour cette méthode de paiement, ce qui utiliserait tout l'argent devant aller au producteur de façon qu'il ne recevrait rien. Il serait moins coûteux pour le gouvernement de verser les paiements directement aux chemins de fer et ce serait là un usage plus efficace des fonds. Une telle méthode permettrait au gouvernement d'exercer un certain contrôle sur les chemins de fer.

Quand nous parlons d'un plafonnement sur la quantité de grain à exporter, soit 31,2 millions de tonnes, nous revenons à la question de principe garantie par le tarif du Nid. Le tarif du Nid a été conçu de façon à aider tous les exploitants agricoles de toutes les régions à exporter tout leur grain exportable. La population du monde a besoin de toute l'alimentation que nous pouvons lui procurer. Nous sommes ici dans un territoire sacré.

Quant à utiliser les modifications aux services de transport destinés à donner lieu à la concentration des installations des élévateurs, vous parlez alors de quelque chose qui est complètement inutile. Nous avons, dans le Syndicat du blé de la Saskatchewan, concentré le nombre de nos élévateurs de 1 100 que nous avions il y a 20 ans à environ 500 aujourd'hui. Qui sera le meilleur juge de ceux qui devront être abandonnés, les gens qui se servent de ces installations ou quelqu'un à Ottawa ou dans une salle de conseil de Montréal ou de Toronto? Les exploitants agricoles du Syndicat du blé de la Saskatchewan consacrent environ 40 % de leurs gains à ce regroupement et à l'amélioration des élévateurs chaque année. Si nous devons nous en tenir à quelques terminus internes, nous devrions repartir à zéro.

La dernière question que je voudrais aborder est celle de la Commission canadienne du blé.

La Commission canadienne du blé est désignée par le gouvernement fédéral mais elle doit gagner la confiance de l'exploitant agricole des Prairies. La confiance est une valeur précieuse; donc n'en perdons pas une seule partie.

L'exploitant agricole considère toute initiative visant à enlever ses pouvoirs à la Commission canadienne du blé comme une menace pour lui et pour la compagnie de grain.

La Commission canadienne du blé doit avoir le contrôle de l'achat, du mouvement et de la vente. Si elle perd le contrôle de l'un quelconque de ces secteurs de l'industrie du grain, l'efficacité du système tout entier est compromise.

Vous pouvez modifier les taux de façon à vous conformer aux réalités de l'heure, et vous en tirer. Mais les principes garantis par le tarif du Nid-de-Corbeau, soit (1) des taux non variables, (2) un versement aux chemins de fer, (3) aucun plafonnement (exporter tout ce qui est surplus), (4) des taux d'exportation moindres que les taux de la vente au pays (Le Canada profite

autant que les exploitants agricoles des exportations) et (5) préservation des pouvoirs de la Commission canadienne de blé, ce sont là des principes que l'exploitant agricole de l'Ouest fera son possible de préserver.

Une politique sur les transport saine doit reconnaître la capacité des exploitants agricoles d'assumer les frais d'une hausse du coût du transport des marchandises. Sur le plan historique, le coût du transport des marchandises s'est élevé dans la proportion de 6 % par année, tandis que la valeur du grain n'est montée que de 4 % en moyenne. Le coût des frais agricoles s'est élevé de façon dramatique depuis plusieurs années (le coût du carburant de 500 %) tandis que la valeur d'un boisseau de grain est demeurée à peu près au même niveau qu'il y a dix ans. Il est injuste de contraindre les expéditeurs de grain à assumer des coûts de transport supplémentaires.

L'industrie du bétail n'est pas compromise par le tarif du Nid-de-Corbeau. Les études indiquent que durant à peu près la moitié des années depuis 1970, l'éleveur de bétail a pu acheter le grain en excédent ou le grain moins bon à un prix moindre que le prix du marché de l'exportation. Il faut une politique sur le grain de provende qui assure à l'industrie du bétail un approvisionnement constant à un prix stable et qui exige de l'utilisateur du grain de provende une certaine responsabilité pour cete garantie. La hausse du taux du transport des marchandises ne réglera pas le problème auquel fait face l'utilisateur du grain de provende.

Les chemins de fer prétendent avoir besoin d'argent pour devenir efficaces. L'exploitant, de son côté, est devenu efficace parce qu'il n'avait pas suffisamment d'argent. Qui a raison? Les chemins de fer disent qu'un emplacement plus grand pour les wagons dans un élévateur représente de l'efficacité. Combien d'emplacements plus grands les chemins de fer devront-ils obtenir? Quoi penser des droits conjoints de transporter le grain? On a formulé diverses suggestions aux chemins de fer en vue de réduire la distance nécessaire pour transporter le grain aux marchés. Très peu de ces suggestions ont été entérinées. Les chemins de fer pourraient prendre des mesures assez diverses pour réaliser des économies qui amélioreraient leur efficacité et qui n'en coûteraient rien à l'exploitant agricole.

L'incidence des taux variables

L'industrie agricole, qui s'est développée depuis un siècle a vu, durant le premier demi-siècle, le développement de notre système d'élévateurs ainsi que l'expansion des chemins de fer en système de transport pour les denrées à partir des communautés et ces communautés. Soit un système établi selon le mode de transport de l'époque. Durant la deuxième moitié du siècle, il y a eu un changement progressif vers le regroupement en raison de la mécanisation et de la mobilité de la communauté agricole et du pays tout entier. Il y a eu un changement graduel et les changements continueront de s'effectuer au fil des années.

L'introduction des taux variables donnerait lieu à l'établissement d'un système interne de terminus et à une hausse du coût pour les exploitants agricoles et pour le public et donnerait ainsi lieu à la disparition d'un grand nombre de petites collectivités.

La disparition d'un grand nombre d'élévateurs et l'augmentation du nombre de terminus internes auraient un effet direct sur les exploitants agricoles, sur la hausse du coût du transport et la prolongation du temps nécessaire pour accomplir ces tâches. Pour atténuer ces effets, ils devront utiliser des camions plus gros et même des camions remorques. L'augmentation de la charge des gros camions et de leur pesanteur donnera lieu à la détérioration du système routier qui n'est pas construit de façon à pouvoir supporter de tels poids; ceci se traduira donc par des frais de construction et d'entretien plus élevés. Il faudra donc que les municipalités affectent des sommes plus élevées à l'entretien des chemins municipaux et les gouvernements provinciaux devront payer davantage pour les routes publiques.

Un document préparé et présenté pour un forum agricole indiquait récemment que l'augmentation prévue de la quantité de grain donnerait lieu à une hausse supplémentaire annuelle des frais des municipalités de la Saskatchewan, soit de 2,82 millions de dollars tandis que le coût supplémentaire encouru par le gouvernement provincial pour les grandes routes serait de 3,01 millions de dollars, soit un total de 9,88 millions de dollars. Si vous ajoutez à cette somme des taux de transport des marchandises plus élevés, des taux variables et le coût de l'expansion de grands internes, les coûts en deviennent astronomiques. Un coût annuel supplémentaire de 55 millions de dollars pour l'entretien et de 165,3 millions de dollars pour la construction, soit un coût total de 220,3 millions de dollars au niveau actuel de la production. Si l'on ajoute une hausse de 50 % de la production à venir, le montant s'élève à 330,5 millions de dollars par année.

Si nous lions ces deux séries de chiffres au prix de départ de l'exploitation, les 9,88 millions de dollars provenant de la hausse générale de la production selon notre système actuel de livraison donnerait lieu à un coût supplémentaire de 165 \$ par exploitation agricole. Mais si vous prenez le deuxième scénario, qui se rapporte aux taux variables et au système de terminus internes, la hausse du coût moyen de l'exploitation agricole serait de 3 670 \$ par exploitation. Ces deux formules indiquent l'ampleur des déboursés s'ils sont calculés selon l'unité agricole seulement mais ces déboursés sont partagés en réalité avec les contribuables municipaux et provinciaux.

On doit considérer un autre facteur en ce qui a trait aux taux variables, et c'est la fermeture d'un grand nombre d'élévateurs et la reconstruction de terminus plus grands. Ceci ajoutera un coût supplémentaire pour les producteurs qui fournissent le service. Ils perdront l'argent qu'ils ont consacré à l'élévateur actuel et dépenseront plus d'argent pour la construction de nouvelles installations comme les terminus internes, soit un programme de construction d'ampleur.

La perte d'un grand nombre d'élévateurs dans les petits centres donnerait lieu à la disparition de ces collectivités en raison de la perte du chiffre d'affaires. La structure sociale tout entière de la petite ville rurale de la Saskatchewan serait compromise.

En résumé disons que les taux variables auront un effet nuisible sur les exploitants agricoles sur le plan financier, ce qui donnera lieu à un effet nuisible sur la collectivité environnante et sur le secteur manufacturier de notre pays. Ce sera nuisible non seulement pour les exploitants agricoles mais aussi pour tout le pays.

Pour terminer, je crois que nous pouvons résumer nos soucis de cette façon. On sait d'après le passé qu'une agriculture saine reflète une économie saine pour le pays tout entier et que tout dommage porté à l'agriculture sera ressenti par tout le pays. L'un de ces dommages sera les taux variables ou les encouragements donnés aux chemins de fer.

Revenu agricole

Nous voulons souligner ce qui se produit dans le revenu agricole.

Le revenu moyen net agricole de la Saskatchewan était de 16 900 \$ en 1981. En 1982, il était de 13 900 \$, soit 18 % de moins. Le revenu moyen net de 1983 semble devoir être de 11 900 \$ soit 20 pour cent de moins que pour l'année précédente.

Nous croyons que ce chiffre est celui du travailleur le moins bien rémunéré et sans investissement.

Le prix agricole réalisé à Holbein en Saskatchewan, d'après les dossiers agricoles, est indiqué dans les tableaux suivants pour la période de dix ans écoulée; on y constate que le prix du blé rouge no 2 est le même en 1982/83 qu'en 1973/74.

Le prix agricole réalisé pour l'orge de provende no 1 à Holbein en Saskatchewan est 15,00 \$ la tonne de moins en 1982/83 qu'en 1973/74, ce qui n'est pas un prix inflationnaire.

Le coût de l'apport agricole durant la même période s'est élevé de façon dramatique comme on le montre dans la graphique et révèle que: en 1983, le coût de l'huile diesel était de 532 % plus élevé qu'en 1973; en 1983, le coût des fertilisants était de 245 % plus élevé qu'en 1973; en 1983, évadex (un herbicide) coûtait 100 pour cent de plus qu'en 1973; en 1983, un tracteur de 100 chevaux-vapeur coûtait 526 % de plus qu'en 1973.

Les faits ci-dessus montrent que les exploitants agricoles ne sauraient accepter une hausse supplémentaire de leurs coûts s'ils veulent maintenir une exploitation commerciale rentable.

Nous croyons que la proposition formulée récemment au sujet des augmentations des taux du transport des marchandises ne semble pas tenir compte du revenu net réel des exploitants agricoles.

Il nous semble que si vous, en tant que gouvernement, garantissez aux chemins de fer un gain avec un rapport fixe de 20,5 % sur leurs investissements, vous ne vous souciez pas du revenu agricole.

Voici cinq graphiques à la fin du mémoire qui proviennent des dossiers d'un exploitant agricole qui demeure à Holbein en Saskatchewan.

Si le plan Pépin est mis en place somme on le propose, son coût supplémentaire causerait la faillite d'un grand nombre d'exploitants agricoles de l'Ouest du Canada.

Conclusion

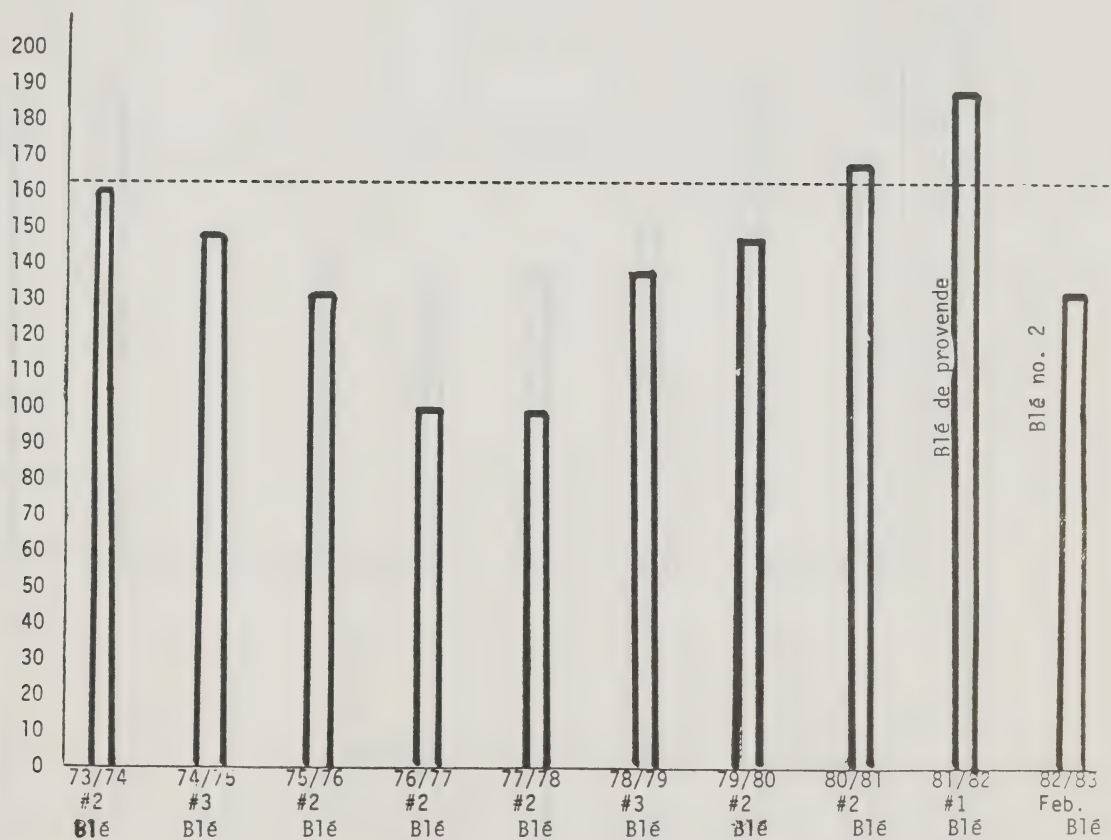
Nous espérons que nous vous avons présenté les préoccupations des exploitants agricoles de notre région de la province. Nous sommes certains que ce sont là les préoccupations des exploitants agricoles de presque toute la Saskatchewan.

Nous nous attendons à un dialogue continu sur les changements à apporter à la politique nationale sur les transports qui servira non seulement les intérêts du Canada de façon saine et efficace, mais qui garantira aussi les droits des exploitants agricoles de l'ouest sans leur imposer des coûts qui pourraient les envoyer à la faillite.

BLE

<u>1982-3</u>	<u>1981-2</u>	<u>1980-1</u>	<u>1979-0</u>	<u>1978-9</u>	<u>1977-8</u>	<u>1976-7</u>	<u>1975-6</u>
\$133.90	\$187.70	\$167.60	\$148.80	\$139.60	\$99.10	\$100.20	\$131.00
<u>1974-5</u>	<u>1973-4</u>						
\$148.00	\$160.75						

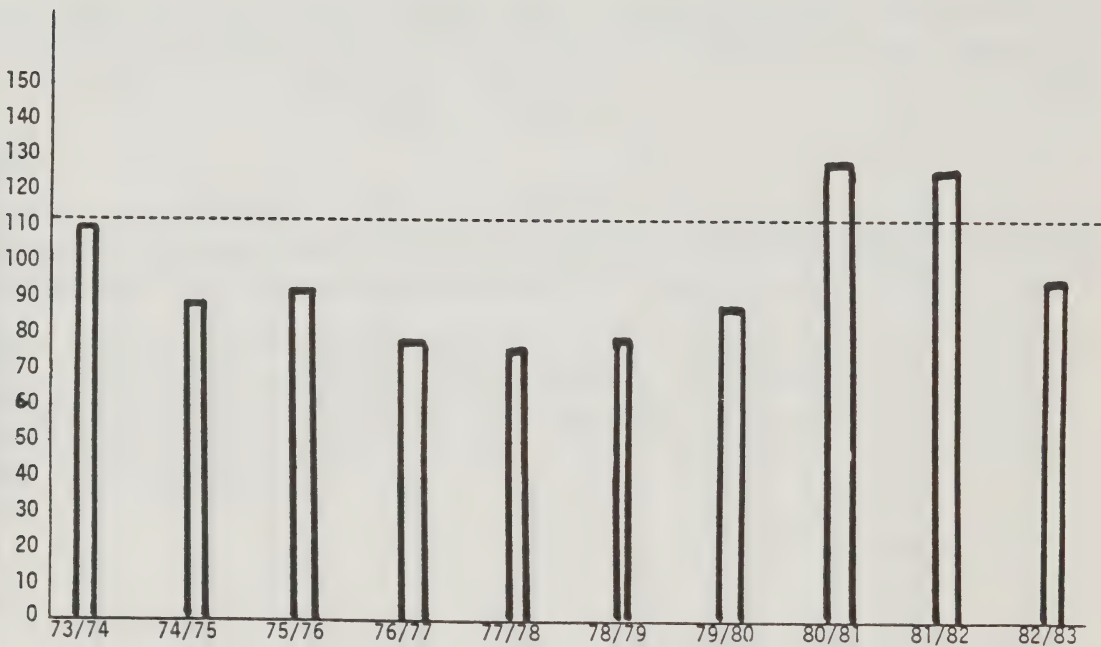
PER TON



Prix agricole réalisé à Holbein en Saskatchewan

ORGE

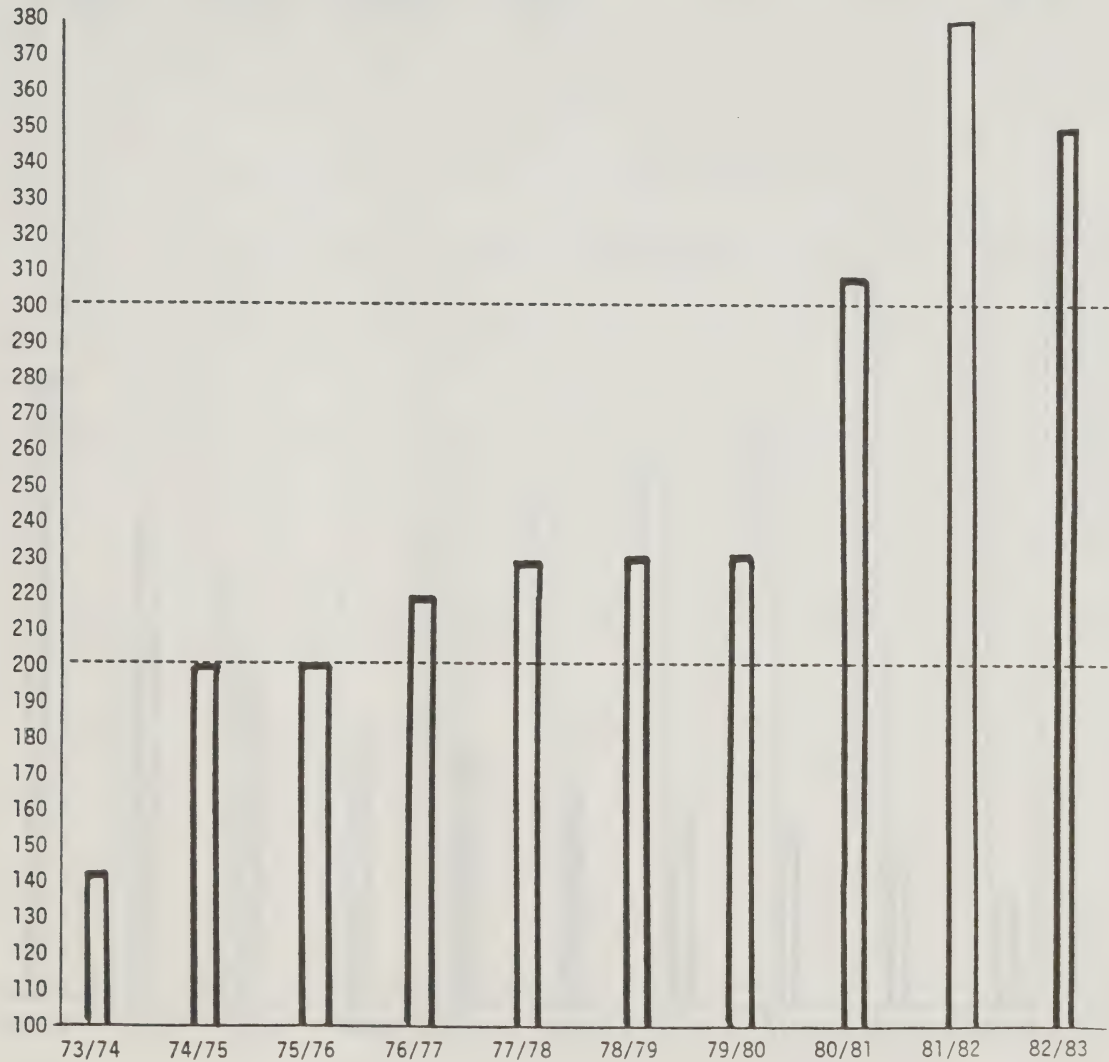
<u>1982-83</u>	<u>1981-82</u>	<u>1980-81</u>	<u>1979-80</u>	<u>1978-79</u>	<u>1977-78</u>	<u>1977-76</u>
\$96.25	\$126.30	\$129.30	\$88.50	\$79.30	\$77.10	\$78.90
<u>1975-76</u>	<u>1974-75</u>	<u>1973-74</u>				
\$93.60	\$89.50	\$111.00				



Prix agricole réalisé à Holbein en Saskatchewan.

FERTILISANTS- TONNE METRIQUE

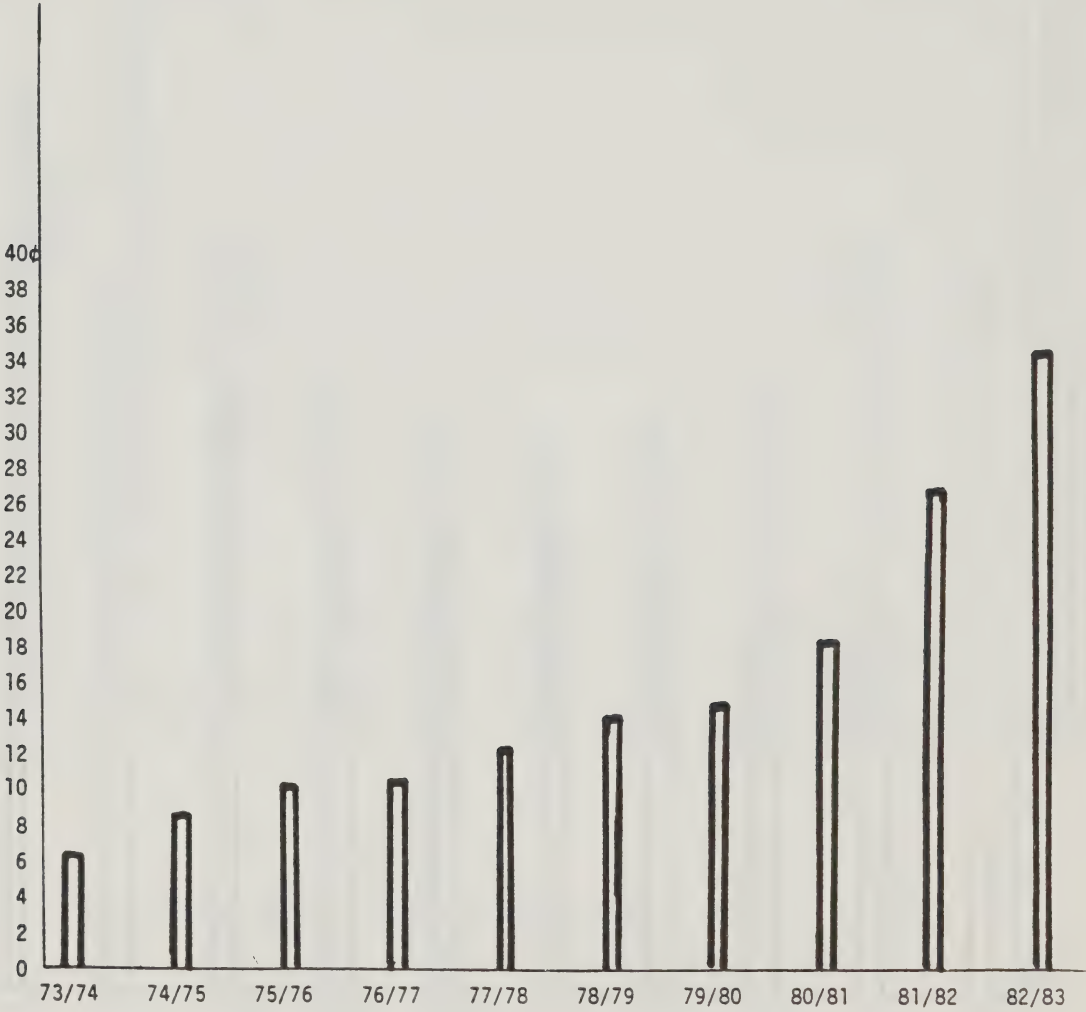
<u>1982-83</u>	<u>1982-81</u>	<u>1981-80</u>	<u>1980-79</u>	<u>1979-78</u>	<u>1978-77</u>
\$351.10	\$381.00	\$308.00	\$232.00	\$232.00	\$230.00
<u>1977-76</u>	<u>1976-75</u>	<u>1975-74</u>	<u>1974-73</u>		
\$220.00	\$200.00	\$200.00	\$143.00		



H.S.F.

HUILE DIESEL LE LITRE

<u>1982-83</u>	<u>1982-81</u>	<u>1981-80</u>	<u>1980-79</u>	<u>1979-78</u>	<u>1978-77</u>
34.6¢	27.5¢	18.6¢	15.0¢	14.4¢	12.25¢
<u>1977-76</u>	<u>1976-75</u>	<u>1975-74</u>	<u>1974-73</u>		
10.6¢	10.3¢	8.5¢	6.5¢		

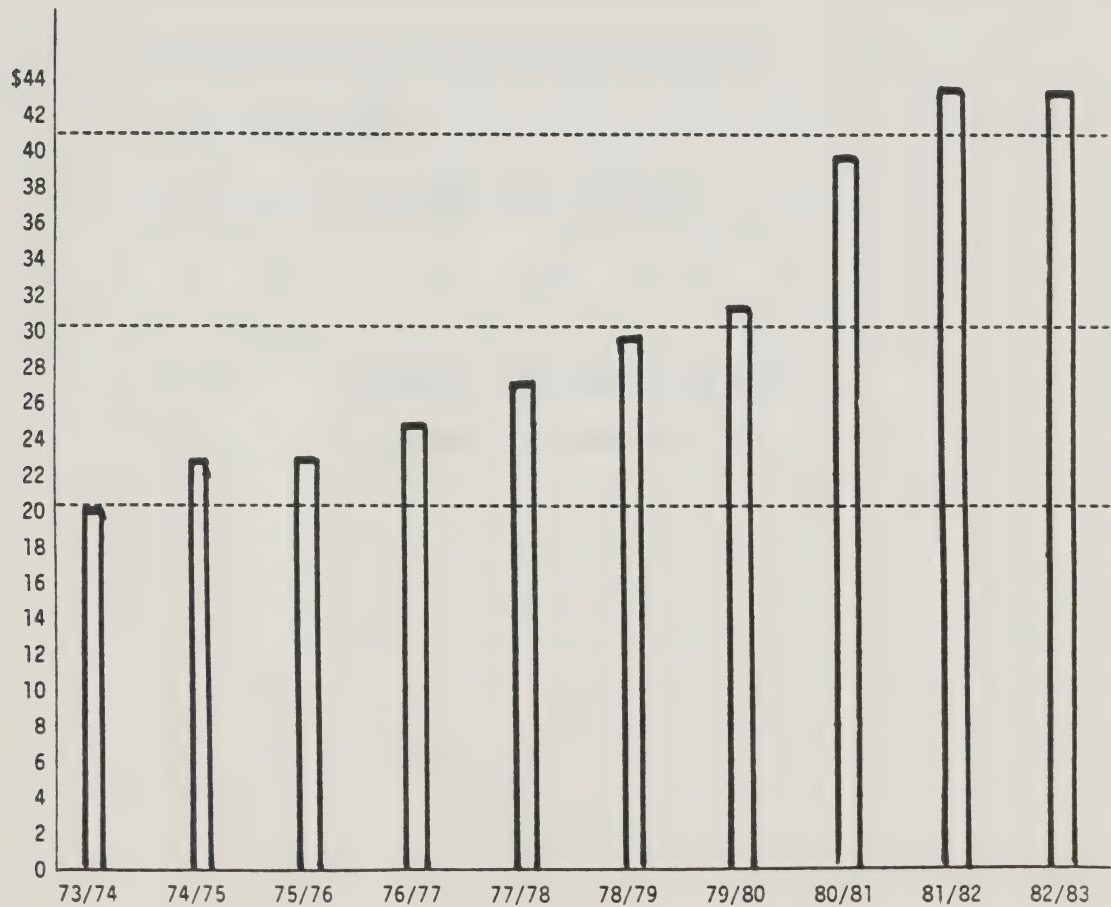


H.S.F.

AVADEX (HERBICIDE)

(Sac d'Avadex granul )

<u>1982-83</u>	<u>1982-81</u>	<u>1981-80</u>	<u>1980-79</u>	<u>1979-78</u>	<u>1978-77</u>
\$42.50	\$43.00	\$39.50	\$31.00	\$29.50	\$27.00
<u>1977-76</u>	<u>1976-75</u>	<u>1975-74</u>	<u>1974-73</u>		
\$25.65	\$23.00	\$23.25	\$21.00		



APPENDICE «TRPT - 294»

MÉMOIRE PRÉSENTÉ

AU

COMITÉ PERMANENT DU TRANSPORT
DE LA CHAMBRE DES COMMUNES

PAR

GEORGE TKACH

ET LE COMITÉ

LE 11 AOÛT 1983

TABLE DES MATIERES

Page

INTRODUCTION

LE PROBLEME DU PROJET DE LOI C-155

PRÉSENTATION VISUELLE ET GRAPHIQUE FAITE

PAR TOM HOWLAND

SUGGESTION DE SOLUTION

INTRODUCTION

Monsieur le Président et membres du Comité.

Au nom de ceux que je représente et en mon nom, je désire vous remercier du temps et de l'effort que vous avez fourni pour voyager à travers le Canada, pendant une période normalement consacrée aux vacances d'été et, souvent, d'accepter de faire face aux critiques acerbes des différents mémoires présentés, comme si vous étiez personnellement responsable de ce qui s'est produit.

Malheureusement, le seul espoir que nous ayons est de vous dire ce que nous croyons et ce que nous pensons du Projet de loi C-155 proposé et d'espérer que vous transmettez le message.

Je dois avouer franchement que, lorsque cette enquête a été proposée, j'ai cru qu'il s'agissait d'un autre projet de divertissement soigneusement mis sur pied pour faire suite à l'Exposition de Régina qui s'est achevée la fin de semaine dernière.

Toutefois, lorsque je regarde autour de moi et que je vois tout ce branle-bas, la foule et l'attention que prête votre Comité, j'en viens à penser que peut-être, seulement peut-être, lorsque vous retournerez à Ottawa, vous direz vraiment ce qu'il en est.

C'est là votre seule chance de dire vraiment ce qui doit être dit et, espérons-le, quelque chose sera fait.

LE PROBLEME DU PROJET DE LOI C-155

Il faut considérer ce que l'agriculteur-producteur fait de ce simple petit grain pour produire des millions et des millions de boisseaux de céréales, souvent seul avec sa famille, avec un peu d'aide de mère nature, mais qui se tourne parfois contre lui avec ses sécheresses, son gel et ses insectes.

Ensuite cet agriculteur soi-disant stupide, livre ces millions de boisseaux aux éleveurs du pays, encore une fois avec très peu d'aide ou de compréhension de ses problèmes. Mais le travail est fait.

Ensuite, M. le Président, lorsque vous considérez qu'à partir de ce point, des ressources humaines et matérielles illimitées du gouvernement du Canada, par le biais de la Commission du blé et de ses commissaires, par le biais des compagnies de chemin de fer, aussi bien le C.N. que le C.P., et par le biais des grosses compagnies de céréales, la combinaison puissante de toute cette grande compétence de gestion et d'équipement informatisé, qui essaie d'établir le lien pour faire passer ce boisseau de grain de l'éleveur à un bateau en partance vers le marché d'exportation, il m'est difficile de voir et d'accepter que le Projet de loi C-155 est un statut conçu pour que l'agriculteur-producteur contribue encore plus, monétairement en particulier, pour résoudre leurs problèmes.

Quelqu'un a-t-il pensé que, peut-être, ça ne relève pas de la responsabilité de l'agriculteur-producteur?

Quelqu'un a-t-il pensé que, peut-être, ces 6 cents le boisseau, quelle que soit la formule complexe utilisée, ne résoudra pas le problème du transport du grain? Peut-être, seulement peut-être, une partie du problème git-il dans le réseau de transport ferroviaire lui-même. De la même façon que l'agriculteur n'utilise plus la charrue à deux rigoles tirée par deux chevaux comme il le faisait dans les années 20.

Peut-être est-il temps que les compagnies de chemin de fer et les compagnies de céréales révisent leurs modes d'opération. Comment ont-ils modernisé leurs méthodes et leur équipement de ce qui existait il y a cinquante ans?

La seule innovation que je vois est le wagon à trémie pour le grain que tout le monde semble leur avoir fourni, mais le bénéfice de ce processus est annulé parce que, dispersés parmi les wagons à trémie, subsistent les mêmes vieux wagons couverts qui doivent être déchargés manuellement.

Il est clair que le réseau de transport du grain n'a pas maintenu le rythme de modernisation de l'agriculteur-producteur.

Alors que l'agriculteur-producteur est capable d'augmenter sa production, le réseau traîne de la patte. La faible planification et la mauvaise gestion ont entraîné le sombre échec et les bourdes que l'on voit se produire.

Comme l'a fait remarquer un des mémoires présentés hier, lorsque l'économie canadienne se remettra en marche (après que l'économie américaine se sera améliorée), la demande et la pression mises sur le transport ferroviaire rendra l'expédition du grain encore moins importante. Il faudra plus de 6 cents le boisseau, ou même plus de 75 cents le boisseau, pour faire passer ce boisseau de grain de l'élévateur au navire en partance pour le Japon.

Pour montrer la mauvaise gestion grossière de l'expédition de notre grain vers le port de Vancouver, j'aimerais demander à un membre de notre comité, M. Tom Howland, d'en donner une brève illustration graphique.

M. Howland est un homme d'affaire local, agriculteur à ses heures, qui organise et mène les visites des agriculteurs aux installations d'expédition de grain de la côte Ouest du Canada et des États-Unis. Il est regrettable, M. le Président, que je le limite à deux brèves illustrations. Si le temps le permettait et que M. Howland pouvait donner sa présentation audio-visuelle habituelle d'environ une heure, je suis certain que ce Comité ajournerait immédiatement et retournerait à Ottawa.

M. Howland montrera d'abord l'itinéraire du réseau ferroviaire dans la région ouest de la Colombie-Britannique et, ensuite, à travers la ville de Vancouver. Cela vous fera réfléchir.

M. Howland.

SUGGESTION DE SOLUTION

Quelle est la solution? Le Projet de loi C-155 est-il le miracle que nous attendions pour libérer l'industrie du grain du spectre de la confrontation avec le problème ferroviaire?

La réponse proposée revient à utiliser un petit pansement adhésif pour traiter d'une intervention à coeur ouvert.

Pouvons-nous vraiment réparer ce qui dérape et glisse depuis 50 ans en donnant 6 cents de plus par boisseau au C.N. et au C.P.R.? Les compagnies de chemin de fer sont-elles vraiment intéressées au transport du grain?

Ne sont-elles pas un peu trop intéressées aux affaires plus brillantes et plus lucratives? Par exemple, gérer des paquebots de croisière et des hotels.

Ou encore l'immobilier avec la construction de ces tours et de ces salons qui surplombent Calgary?

Ou encore à ces industries qu'ils nous montrent à la télévision pendant les messages publicitaires des parties de football de la C.F.L.? Le type qui tourne autour de la cour à bois et qui court après un rouleau de papier hygiénique. Vous ne voyez certainement aucun wagon à grain du bon vieux temps faisant la navette sur la jetée de Vancouver. Où sont-ils trop occupés à acheter les compagnies de chemin de fer américaines en faillite, comme la Milwaukee Central? Pensez aux voyages des cadres aux états-Unis et à la chance de montrer aux Américains comment nous faisons les choses. Par exemple, nous pourrions leur montrer comment augmenter le temps de manoeuvre pour les expéditions ferroviaires de Tacoma et de Seattle des neuf jours qu'ils prennent aux 33 jours de manoeuvres nécessaires à Vancouver. Non, M. le Président, cela revient à faire entrer le renard dans le poulailler pour faire cesser le tapage que font les poules.

Le gouvernement du Canada doit prendre de nouvelles mesures audacieuses. Il doit sauver les compagnies de chemin de fer de la faillite, à ce qu'elles disent, et de l'ingratitude que représente le mouvement du grain.

Évidemment, il ne peut pas faire cela.

Ce Comité devrait étudier sérieusement la possibilité d'une recommandation du gouvernement du Canada en vue de créer un réseau de transport ferroviaire complètement neuf, réseau géré et attaché à faciliter le transport ferroviaire nécessaire. Non pas le gérer comme accessoire à d'autres affaires plus importantes, non pas comme un ministère de la fonction publique, mais comme une corporation privée/publique indépendante et complètement nouvelle de transport ferroviaire, qui acquérera et gèrera tous les actifs et le matériel roulant des deux compagnies de chemin de fer importantes de même que des autres réseaux ferroviaires privés et provinciaux du Canada.

Je ne m'attarderai pas à la propriété et à l'organisation. Qu'il suffise de dire que la propriété et que les actions privilégiées d'une telle corporation devraient être distribuées d'abord aux personnes qui oeuvreront et opéreront cette compagnie de chemin de fer, ensuite aux hommes d'affaires et aux industries qui en dépendent et, enfin, que tous les citoyens canadiens aient l'occasion d'y participer. Je ne veux pas dire indirectement, par le biais de leur gouvernement, mais plus directement par leurs investissements privés et personnels.

En conclusion, M. le Président, je vous exhorte et vous défie, vous et les membres de votre Comité, à faire le premier pas de cette ré-organisation et cette ré-orientation du réseau ferroviaire du Canada dans le sens de son but premier et initial, c'est-à-dire de lier et de servir les citoyens du Canada.

George Tkach

Tom Howland

APPENDICE «TRPT-295»

VILLE DE SHELLBROOK

BUREAU DU GREFFIER DE LA MUNICIPALITÉ

B.P. 40

SHELLBROOK (SASKATCHEWAN)

SOJ 2EO

Le 13 juillet 1983

Monsieur Maurice Dionne, député
Président du Comité des transports
Pièce 261, Edifice de l'Ouest
Chambre des communes
OTTAWA (Ontario)
K1A 0A6

Monsieur,

Veillez par la présente prendre note que la Ville de Shellbrook s'oppose à toute modification au tarif actuel du Nid-de-Corbeau. Si le tarif proposé par Gilson devait adopté, la ville pourrait perdre jusqu'à un million de dollars sur le chapitre des ventes au détail. Des pertes de cet ordre acculeraient de nombreuses entreprises à la faillite et ne pourrait que contribuer au chômage. Un million de dollars de chiffres d'affaires représente beaucoup pour une ville de 1 200 habitants.

Nous sommes très surpris quelque le gouvernement envisage d'augmenter les frais de transport étant donné les avantages énormes qu'il a accordés aux compagnies ferroviaires pour aménager leurs réseaux. Si elles avaient conservé leurs terres valant des millions de dollars et les avaient louées aux taux actuels, elles n'auraient pas besoin de demander une augmentation des frais de transport. Lorsqu'elles ont vendu leurs vastes terres, elles ont dû se dire qu'elles n'avaient aucune valeur étant donné que leur avaient rien coûté.

Nous croyons également que le gouvernement fédéral devrait exiger des sociétés ferroviaires qu'elles déclarent les recettes provenant des droits d'exploitation minières qu'elles ont conservés, et de les recettes de même que de toutes les autres sources avant de leur accorder quelque subvention que ce soit pour le transport des grains.

Veillez agréer, Monsieur, nos salutations distinguées.

Le greffier de la ville,

(Original signé par)

K.G. Danger

APPENDICE «TRPT-296»

VILLAGE DE RYCROFT

MÉMOIRE PRÉSENTÉ AU COMITÉ FÉDÉRAL DES TRANSPORTS

OBJET: PROJET DE LOI C-155 - LOI SUR LE TRANSPORT DU GRAIN DE L'OUEST

Attendu que les modifications proposées dans le projet de loi C-155 auraient une incidence néfaste sur les agriculteurs de la région de Rycroft en Alberta;

Attendu que la population du village de Rycroft dépend presque exclusivement de l'agriculture pour assurer sa subsistance;

Attendu que les modifications proposées au tarif du Nid-de-Corbeau priveraient, d'ici 1990, les utilisateurs de ce centre d'expédition d'environ 1 130 000 \$, à en juger par le volume actuel des expéditions qui y sont faites;

Attendu que cette situation réduirait le pouvoir d'achat des agriculteurs d'un autre million de dollars;

Attendu que les modifications proposées priveraient également les agriculteurs qui se servent des centres d'expédition de Spirit River et de Wanham de 1 400 000 \$ et de 900 000 \$ respectivement;

Attendu que de cette situation réduirait, à son tour, le pouvoir d'achat des agriculteurs de notre région et aurait des répercussions dévastatrices sur les activités commerciales qui y ont cours;

Attendu que les pertes totales que subiraient les agriculteurs aux cinq centres d'expédition de la région de Central Peace en raison des modifications proposées s'élèveraient à cinq millions de dollars et auraient de graves conséquences pour une région qui dispose déjà d'une assiette fiscale restreinte;

Attendu que si les modifications sont adoptées, le Conseil municipal du village Rycroft ne pourra que prédire la ruine de l'industrie agricole et, indirectement, celle de nos petites entreprises qui, évidemment, comptent presque entièrement sur les revenus agricoles;

Attendu qu'une telle situation entraînerait non seulement des faillites agricoles mais également des faillites commerciales dans le village, et, par le fait même, la faillite du village;

Nous encourageons donc fortement le ministre des Transports et le gouvernement du Canada à maintenir le tarif du Nid-de-Corbeau à son niveau actuel; nous demandons en outre que les autres céréales et oléagineux ainsi que les graines fourragères produits depuis la rédaction et l'adoption de la Loi originale sur le tarif du Nid-de-Corbeau soient assujettis au tarif qui y est prévu.

De plus, nous encourageons fortement la mise sur pied de programmes d'aide au transport des provendes à l'intention des éleveurs de bétail, afin que les coûts de production que ceux-ci doivent assumer ne soient pas plus élevés que ceux des autres éléments du secteur agricole; de la sorte, les éleveurs n'auraient pas à faire appel à leurs voisins, les producteurs de provendes, qui doivent habituellement vendre à perte pour subventionner les éleveurs.

Nous recommandons de plus que tout montant versé aux sociétés ferroviaires soit établi en fonction de déficits reconnus de ces dernières et remis directement aux sociétés.

Nous recommandons aussi que l'avoir propre des Canadiens augmente en fonction de chaque dollar versé en subventions pour des projets d'immobilisations.

La présente résolution est présentée par le Conseil du village de Rycroft au nom des habitants de Rycroft et de la région ainsi que de la population canadienne.

(Original signé par)

Alvin Lazoruk, maire

(Original signé par)

John Hemmingway, conseiller

(Original signé par)

Glen Evans, conseiller

(Original signé par)

Harold Waldner, conseiller

(Original signé par)

George Lazoruk, conseiller

APPENDICE "TRPT-297"

SYNDICAT DU BLE DE LA SASKATCHEWAN

20 juillet 1983

De: M. Allan Beach, président
Comité du pool du blé de Weyburn (Sask.)
Box 640
Weyburn (Saskatchewan)
S4H 2K7
Tél. 842-5544

À : L'honorable Maurice A. Dionne
Président du Comité permanent des transports
Chambre des communes
Ottawa (Ontario)

Le présent mémoire est présenté au nom du comité du Syndicat du blé de la Saskatchewan et de ses membres à Weyburn (Sask.).

Nous souhaitons faire des observations sur certaines questions qui nous touchent de près, mais pas sur tous les points du projet de loi C-155.

1) Paielements de subvention versés directement aux chemins de fer

Nous approuvons la décision du gouvernement de verser toutes les subventions directement aux chemins de fer. Nous pensons que toutes sommes d'argent versées aux producteurs selon la superficie ou autrement seraient considérées comme des versements agricoles et non des paiements pour le transport. De tels versements destinés à un nombre relativement restreint d'agriculteurs seraient politiquement soumis à des pressions publiques émanant d'autres régions du Canada.

Le gouvernement, par des versements directs aux chemins de fer, peut plus efficacement surveiller le rendement des chemins de fer et assurer l'entretien et l'amélioration du réseau ferroviaire.

De nombreux moyens de transport sont subventionnés au Canada et nous pensons qu'il est dans l'intérêt national que le réseau ferroviaire le soit par des versements directs.

2) Barème du tarif

Nous pensons que le nouveau barème doit interdire le recours à des tarifs variables par les chemins de fer. La seule variation dans les tarifs devrait être liée à la distance. L'introduction de tarifs variables pourrait entraîner une centralisation massive des livraisons de grain vers les voies principales. Cela pourrait créer des coûts supplémentaires pour les producteurs à cause de l'entretien ou de la réfection des réseaux routiers, de l'entretien ou de l'achat de camions, des coûts de carburant, de la construction de silos plus grands, de la perte du présent réseau qui a été payé par les producteurs. Le Syndicat du blé de la Saskatchewan, propriété des producteurs, a dépensé près de 135 millions de dollars au cours des 9 dernières années pour l'amélioration des installations à plus de 200 points.

- 3) Le projet de loi suggère que les producteurs paient le coût total d'expédition au-delà de 31,1 millions de tonnes.

Nous pensons que ce plafond de 31,1 millions de tonnes ne pourra que nuire à l'accroissement de la production. Au lieu d'être récompensés pour notre productivité, nous sommes pénalisés. Le pays tout entier bénéficie de l'augmentation des ventes de grain et, par conséquent, devrait partager les frais de transport. (À mesure que les coûts augmentent, à travers les tarifs de transport des marchandises, les producteurs ont tendance à s'écarter des grains moins rentables, mettant ainsi en danger les approvisionnements de grains de provende et leur exportation).

Le principe des tarifs statutaires de transport et d'aide du gouvernement au transport du grain de l'Ouest fait partie, et doit le rester, de l'accord historique conclu entre le gouvernement fédéral et les Prairies.

- 4) Le projet de loi suggère la création d'un nouvel organisme de transport du grain chargé de surveiller le résultat à atteindre, l'affectation des wagons et d'établir les mesures visant à accroître l'efficacité du transport du grain.

Nous pensons que cet organisme ne doit pas intervenir dans les domaines de compétence de la Commission canadienne du blé qui doit demeurer l'organisme central de vente. Les producteurs du Canada se sont battus avec acharnement pour mettre de l'ordre dans la commercialisation de leurs produits et nous pensons que toute réduction des pouvoirs ou toute interférence serait un pas en arrière. La plupart des pays ont un seul bureau chargé des achats ou des ventes. Les renseignements que nous possédons tendent à démontrer que les pays acheteurs préfèrent cette méthode et, par conséquent, toute interférence dans le champ d'action de la Commission canadienne du blé pourrait nuire à nos relations futures avec les pays importateurs.

- 5) Augmentation des coûts des producteurs

Cette question préoccupe tout particulièrement les producteurs. Il n'y a aucun lien entre les coûts de production et les prix mondiaux que reçoivent les producteurs. Le prix mondial est principalement fixé aux États-Unis puisque ce pays est le principal producteur et, à quelques exceptions près, le prix de vente canadien doit être similaire. Si les coûts augmentent, comme les frais de transport par exemple, ces coûts ne peuvent donc pas être compensés. À partir des chiffres fournis dans la déclaration du 1^{er} février 1983 de l'honorable Jean-Luc Pépin, on peut déduire les augmentations suivantes:

Agriculteur moyen dans la région de Weyburn - 400 tonnes			
Tarif de transport aujourd'hui	4,89\$/tonne	1 956\$	
1985-1986	9,34\$/tonne	3 736\$	(+1 780\$)
1988-1989	19,51\$/tonne	7 804\$	(+5 848\$)
1992-1993	31,05\$/tonne	12 420\$	(+10 464\$)

Par conséquent, nous sommes d'accord avec le principe d'une limite quant au prix à la sortie de l'exploitation et aux tarifs de transport.

Respectueusement vôtre

A. Allan Beach



*If undelivered, return COVER ONLY to:
Canadian Government Publishing Centre,
Supply and Services Canada,
Ottawa, Canada, K1A 0S9*

*En cas de non-livraison,
retourner cette COUVERTURE SEULEMENT à:
Centre d'édition du gouvernement du Canada,
Approvisionnement et Services Canada,
Ottawa, Canada, K1A 0S9*

HOUSE OF COMMONS

Issue No. 147

Tuesday, September 27, 1983

Chairman: Maurice A. Dionne

CHAMBRE DES COMMUNES

Fascicule n° 147

Le mardi 27 septembre 1983

Président: Maurice A. Dionne

*Minutes of Proceedings and Evidence
of the Standing Committee on*

Transport

*Procès-verbaux et témoignages
du Comité permanent des*

Transports

RESPECTING:

Bill C-163, An Act to establish the Canadian Aviation Safety Board and to amend certain Acts in consequence thereof

CONCERNANT:

Projet de loi C-163, Loi constituant le Bureau canadien de la sécurité aérienne et modifiant d'autres lois en conséquence

WITNESSES:

(See back cover)

TÉMOINS:

(Voir à l'endos)



First Session of the
Thirty-second Parliament, 1980-81-82-83

Première session de la
trente-deuxième législature, 1980-1981-1982-1983

STANDING COMMITTEE ON TRANSPORT

Chairman: Maurice A. Dionne

Vice-Chairman: Robert Bockstael

MEMBERS/MEMBRES

Les Benjamin
Jean-Guy Dubois
Jesse Flis
Michael Forrestall
Hon. Don Mazankowski
J. Patrick Nowlan
Marcel Ostiguy
Hon. John M. Reid

COMITÉ PERMANENT DES TRANSPORTS

Président: Maurice A. Dionne

Vice-président: Robert Bockstael

ALTERNATES/SUBSTITUTS

Vic Althouse
Eva Côté
Rolland Dion
Jack Ellis
Gaston Gourde
Len Gustafson
Bernard Loiselle
Bill McKnight
Alain Tardif
Claude Tessier

(Quorum 6)

Le greffier du Comité

Santosh Sirpaul

Clerk of the Committee

Pursuant to Standing Order 69(4)(b)

On Friday, September 23, 1983:

Mr. Nowlan replaced Mr. Mayer;
Mr. Forrestall replaced Mr. McKnight;
Mr. McKnight replaced Mr. Hargrave;
Mr. Ellis replaced Mr. Neil.

On Tuesday, September 27, 1983:

Mr. Ellis replaced Mr. Mazankowski;
Mr. Mazankowski replaced Mr. Ellis.

Conformément à l'article 69(4)b) du Règlement

Le vendredi 23 septembre 1983:

M. Nowlan remplace M. Mayer;
M. Forrestall remplace M. McKnight;
M. McKnight remplace M. Hargrave;
M. Ellis remplace M. Neil.

Le mardi 27 septembre 1983:

M. Ellis remplace M. Mazankowski;
M. Mazankowski remplace M. Ellis.

MINUTES OF PROCEEDINGS

TUESDAY, SEPTEMBER 27, 1983
(213)

[Text]

The Standing Committee on Transport met at 3:45 o'clock p.m. this day, the Chairman, Mr. Dionne (*Northumberland—Miramichi*) presiding.

Members of the Committee present: Messrs. Benjamin, Dionne (*Northumberland—Miramichi*), Dubois, Flis, Forrestall, Nowlan and Ostiguy.

Alternates present: Mrs. Côté, Messrs. Ellis, Gourde (*Lévis*) and Gustafson.

Witnesses: From the Department of Transport: Mr. Jaffray Wilkins, Associate Deputy Minister; Mr. Paul Royer, General Counsel and Mr. Brian Carr, Chairman of Legislative Working Group. *From the Air Transport Association of Canada:* Mr. Angus C. Morrison, President and Chief Executive Officer.

The Committee resumed consideration of Bill C-163, An Act to establish the Canadian Aviation Safety Board and to amend certain Acts in consequence thereof.

The Committee resumed consideration of Clause 2.

Mr. Flis moved,—That Clause 2 be amended by deleting lines 7 to 13, on page 1, and substituting the following therefor:

“‘aircraft’ means any machine capable of deriving support in the atmosphere from the reactions of the air, other than a machine designed to derive support in the atmosphere from reactions against the earth’s surface of air expelled from the machine, and includes a rocket;”

After debate thereon, the question being put on the said proposed amendment, it was agreed to on division.

Mr. Benjamin moved,—That Clause 2 be amended by deleting the words “or incident”, in line 15, on page 1, and by deleting the word “and”, in line 16, on page 1, and deleting the “comma”, after the word “aircraft”, in line 16, on page 1, and substituting the following therefor:

“period”

After debate thereon, the question being put on the said proposed amendment, it was, by a show of hands, negatived: Yeas: 1; Nays: 7.

Mr. Benjamin moved,—That Clause 2 be amended by deleting lines 17 to 21, on page 1.

After debate thereon, the question being put on the said proposed amendment, it was, by a show of hands, negatived: Yeas: 1; Nays: 7.

Mr. Forrestall moved,—That Clause 2 be amended by deleting all the words after “means”, in line 15, on page 2, and lines 16, 17 and 18, on page 2, and substituting the following therefor:

“the Minister of Justice”

PROCÈS-VERBAL

LE MARDI 27 SEPTEMBRE 1983
(213)

[Traduction]

Le Comité permanent des transports se réunit aujourd’hui à 15h45 sous la présidence de M. Dionne (*Northumberland—Miramichi*) (président).

Membres du Comité présents: MM. Benjamin, Dionne (*Northumberland—Miramichi*), Dubois, Flis, Forrestall, Nowlan et Ostiguy.

Substituts présents: M^{me} Côté, MM. Ellis, Gourde (*Lévis*) et Gustafson.

Témoins: Du ministère des Transports: M. Jaffray Wilkins, sous-ministre adjoint principal; M. Paul Royer, avocat-conseil général, et M. Brian Carr, président du «*Legislative Working Group*». *De la société «Air Transport Association of Canada»:* M. Angus C. Morrison, président et chef du service administratif.

Le Comité reprend l’examen du projet de loi C-163, Loi constituant le Bureau canadien de la sécurité aérienne et modifiant d’autres lois en conséquence.

Le Comité reprend l’examen de l’article 2.

M. Flis propose,—Que l’article 2 soit modifié par substitution, aux lignes 8 à 14, page 1, de ce qui suit:

«‘aéronef’ signifie tout appareil qui peut se soutenir dans l’atmosphère grâce aux réactions de l’air, à l’exclusion d’appareils conçus pour se maintenir dans l’atmosphère par l’effet de la réaction, sur la surface de la terre, de l’air qu’ils expulsent. Sont incluses les fusées;»

Après débat, l’amendement susdit, mis aux voix, est adopté avec avis dissident.

M. Benjamin propose,—Que l’article 2 soit modifié par la suppression du mot «incident» à la ligne 25, page 1.

Après débat, l’amendement proposé mis aux voix est rejeté par un vote à main levée, comme suit: Contre: 7; Pour: 1.

M. Benjamin propose,—Que l’article 2 soit modifié par la suppression des lignes 1 à 4, page 2.

Après débat, le susdit amendement proposé mis aux voix est rejeté par un vote à main levée, comme suit: Contre: 7; Pour: 1.

M. Forrestall propose,—Que l’article 2 soit modifié à la ligne 15, page 2, en substituant à tous les mots qui suivent «ministre» dans ledit article:

«ministre de la Justice»

After debate thereon, the question being put on the said proposed amendment, it was, by a show of hands, negatived: Yeas: 4; Nays: 5.

And the question being put on Clause 2, it was carried.

On Clause 3.

The question being put on Clause 3, it was carried.

On Clause 4.

Mr. Forrestall moved,—That Clause 4 be amended by deleting the word “three”, in line 3, on page 3, and substituting the following therefor:

“five”

After debate thereon, the question being put on the said proposed amendment, it was, by a show of hands, negatived: Yeas: 4; Nays: 5.

After the question being put on Clause 4, it was carried on division.

On Clause 5.

And the question being put on Clause 5, it was carried on division.

On Clause 6.

On motion of Mr. Flis, it was agreed,—That Clause 6 be amended:

a) by deleting line 43, on page 3, and substituting the following therefor:

“6.(1) A person is eligible to be”

b) by deleting line 1, on page 4, and substituting the following therefor:

“person is a Canadian citizen ordinarily”

And the question being put on Clause 6, as amended, it was carried.

On Clause 7.

Mr. Forrestall moved,—That Clause 7 be amended by adding after the word “general”, in line 31, on page 4, the following thereto:

“and specific”

After debate thereon, by unanimous consent, Mr. Forrestall withdrew his amendment.

On motion of Mr. Nowlan, it was agreed,—That Clause 7 be amended by deleting the word “general”, in line 31, on page 4.

Mr. Benjamin moved,—That Clause 7 be amended by adding a new subclause (d) after line 32, on page 4.

“(d) The Board’s investigations will not be carried out for the purpose of apportioning blame or liability.”

After debate thereon, by unanimous consent, Mr. Benjamin withdrew his amendment.

Mr. Benjamin moved,—That Clause 7 be amended by adding a new subclause (d) after line 32, on page 4.

Après débat, l’amendement proposé mis aux voix est rejeté apr un vote à main levée, comme suit: Contre: 5; Pour: 4.

L’article 2, mis aux voix, est adopté.

Article 3.

L’article 3, mis aux voix, est adopté.

Article 4.

M. Forrestall propose,—Que l’article 4 soit modifié à la ligne 3, page 3, en ôtant le mot «trois» et en le remplaçant par ce qui suit:

«cinq»

Après débat, l’amendement proposé mix aux voix est rejeté par un vote à main levée, comme suit: Contre: 5; Pour: 4.

L’article 4 mis aux voix est adopté avec avis dissident.

Article 5.

L’article 5 mis aux voix est adopté avec avis dissident.

Article 6.

Sur motion de M. Flis, il est proposé,—Que le paragraphe 6 soit modifié par:

a) substitution, à la ligne 43, page 3, de ce qui suit:

«6. (1) «A person is eligible to be»

b) substitution, à la ligne 1, page 4, de ce qui suit:

«person is a Canadian citizen ordinarily»

Et l’article 6, mis aux voix, est adopté.

Article 7.

M. Forrestall propose,—Que l’article 7 soit modifié à la ligne 33, page 4, en faisant suivre le mot «général» de ce qui suit:

«et précises»

Après débat, par consentement unanime, M. Forrestall retire son amendement.

Sur motion de M. Nowlan, il est proposé,—Que l’article 7 soit modifié à la ligne 33, page 4, en ôtant le mot «générales».

M. Benjamin propose,—Que l’article 7 soit modifié en y introduisant un nouveau paragraphe d) à la suite de la ligne 35, page 4.

«d) les enquêtes du Bureau n’auront pas pour objet de répartir le blâme ou la responsabilité.»

Après débat, par consentement unanime, M. Benjamin retire son amendement.

M. Benjamin propose,—Que l’article 7 soit modifié en y introduisant un nouveau paragraphe d) à la suite de la ligne 35, page 4.

“(d) In any investigation under subclauses (a), (b) and (c), the Board shall not apportion blame or liability.”

It was agreed,—That the amendment of Mr. Benjamin be allowed to stand.

It was agreed,—That Clause 7 be allowed to stand.

During the course of the meeting, the witnesses answered questions.

At 5:45 o'clock p.m. the Committee adjourned until 3:30 o'clock p.m., September 28, 1983.

«d) Dans toute enquête qu'il mènera en vertu des paragraphes a), b) et c), le Bureau ne répartira ni le blâme, ni la responsabilité.»

Il est convenu,—Que l'amendement proposé par M. Benjamin soit réservé.

Il est convenu,—Que l'article 7 soit réservé.

Au cours de la séance, les témoins répondent aux questions.

A 17h45, le Comité suspend ses travaux jusqu'au 28 septembre 1983, à 15h30.

Le greffier du Comité

Santosh Sirpaul

Clerk of the Committee

EVIDENCE

(Recorded by Electronic Apparatus)

[Texte]

Tuesday, September 27, 1983

• 1542

The Chairman: Order, please.

The committee can hear evidence without a quorum being present, provided there are representatives from the government party and the Official Opposition party.

I welcome back to the committee some familiar faces that have not been in evidence of late in the committee because of the particular subject under consideration.

Mr. Nowlan: Just on that, Mr. Chairman, not to prolong events, I know you and others have been very involved with the subject-matter of the Crow, which is a bird that may be crippled or may fly. I am not sure just what status the Crow is now. But we of course are interested in things of flight, and that is why we want this safety board legislation to hopefully move fairly quickly today. But on a point of order I would like to point out that I thought, semi-seriously, that when some of us came back after the Crow legislation we were going to be exposed to the new setting of this room with the new outfitings that befit the work of this committee. I just wonder what the status of the furniture is, or are we still going to get back problems sitting in these modified Victorian presses that used to be there for religious heresy.

The Chairman: Mr. Nowlan, I think it is a point well raised. As you know, we were supposed to have had the new furnishings early in the year and then we were supposed to have them in the spring and then we were supposed to have them when the session resumed in September, and it is still not set up. It has been delivered. I was told early last week that the technical people needed three full days to set up the furnishings and hook up the electronic system and test it to make sure it is working. I told them they could have Thursday, Friday and Monday last, and nothing has happened.

I suspect we may have it by the session after next, at the rate we are going; but I am going to speak to the Sergeant-at-Arms following this meeting, if we are out at a reasonable hour, and make known to him my displeasure that nothing is moving.

I hope that answers your question.

Mr. Nowlan: That is fine, Mr. Chairman. You have the thing in hand, then.

The Chairman: I do not know if anybody has or not.

We are resuming today consideration of Bill C-163, An Act to establish the Canadian Aviation Safety Board and to amend

TÉMOIGNAGES

(Enregistrement électronique)

[Traduction]

Le mardi 27 septembre 1983

Le président: À l'ordre, s'il vous plaît.

Le Comité est habilité à recevoir des témoignages sans qu'il y ait quorum, à condition d'avoir un représentant du parti au pouvoir et un représentant de l'Opposition officielle.

J'aimerais souhaiter la bienvenue à des personnes que nous n'avons pas vues depuis longtemps à ce Comité à cause du sujet à l'étude.

M. Nowlan: J'aimerais dire quelque chose à ce sujet, justement, monsieur le président. Je ne voudrais pas prolonger indûment le débat sur cette question, mais je sais que vous-même, et d'autres personnes d'ailleurs, vous êtes intéressés de près à la question du Nid-de-Corbeau. Personnellement, je me demande si le corbeau a du plomb dans l'aile ou s'il finira par prendre son vol. Nous nous intéressons beaucoup à la question du vol, justement. C'est pourquoi j'espère que nous réaliserons aujourd'hui des progrès importants dans notre étude de ce projet de loi constituant le Bureau canadien de la sécurité aérienne. Je vais maintenant invoquer le Règlement pour signaler que j'espérais vraiment que, après nos travaux sur le pas du Nid-de-Corbeau, nous retrouverions ces locaux complètement rénovés et meublés comme il convient, compte tenu de la nature de ce Comité. J'aimerais savoir où sont rendus ces meubles, et si nous allons continuer à souffrir de maux de dos à force d'utiliser ces fauteuils de torture victoriens anciennement réservés aux hérétiques.

Le président: Monsieur Nowlan, je suis content que vous ayez soulevé cette question. Vous savez très bien que nous étions censés recevoir nos nouveaux meubles au début de cette année. On nous les avait ensuite promis pour le printemps, et enfin, pour le début de la session, en septembre. Nous ne les avons toujours pas. Les meubles ont été livrés. On m'a dit au début de la semaine dernière que les techniciens avaient besoin de trois jours complets pour installer les meubles et le système électronique, qu'ils doivent ensuite mettre à l'essai pour s'assurer que tout fonctionne bien. Je leur ai dit que nous étions tout à fait disposés à leur laisser la salle jeudi, vendredi et lundi dernier. Mais rien n'a été fait.

Au point où nous en sommes, nous serons chanceux si les travaux sont faits dans deux sessions. Je vais toutefois parler au sergent d'armes après cette séance, si nous terminons à une heure raisonnable, et je lui dirai notre mécontentement à cet égard.

J'espère avoir répondu à votre question.

M. Nowlan: Très bien, monsieur le président. Je vois que vous vous occupez de cette affaire.

Le président: Je ne sais pas si quelqu'un s'en occupe vraiment.

Nous reprenons aujourd'hui notre étude du projet de loi C-163, Loi constituant le Bureau canadien de la sécurité

[Texte]

certain Acts in consequence thereof. We shall resume consideration of Clause 2. Members will recall that when we adjourned on this bill last, we were hearing witnesses on Clause 2.

On Clause 2—*Definitions*

The Chairman: I welcome today the officials of the Department of Transport, led by Mr. Wilkins. Mr. Wilkins, do you have any opening statement; and if not, would you introduce your colleagues? Well, introduce your colleagues anyway.

• 1545

Mr. Jaffray Wilkins (Associate Deputy Minister, Transport Canada): Let me do that first, Mr. Chairman. We have here Mr. Ken A. Johnson, the Director of the Aviation Safety Bureau; Mr. Brian Carr, who is now serving with the aviation review team in the department, but who has been associated with me on the examination of the Dubin Report and in much of the work involved in the preparation of this bill; and Mr. Paul Royer, from the staff of our legal counsel.

The Chairman: Thank you, sir.

Mr. Wilkins: In terms of opening statement, Mr. Chairman, I want to say only that this bill has been discussed in some detail with Mr. Axworthy, who asked me to convey to the committee his feeling of urgency and importance that it should be dealt with as quickly as possible, and to say we are here to help in any way we can in that regard.

The Chairman: Thank you, sir. Now is it the wish of the committee to continue questioning, or is it the wish of the committee to go to clause-by-clause consideration? Mr. Ellis.

Mr. Ellis: Mr. Chairman, at the last meeting we had we were given at least three presentations in person, and—I am not at all sure—there may have been at least one more in writing. Each of those presentations had in it some points which I think needed to be addressed.

Since that time we have been given a telex from Mr. Crook, the President of CALPA, and he has indicated they feel their subsequent discussions with Transport have taken away the need for any changes as far as they are concerned.

We have received a letter from Mr. Beitch, the President of COPA. Indeed, Mr. Pepler, the long-time, long-suffering General Manager of COPA, is in the room this afternoon. We have discussed this with him, and he has really only one concern left. I am sure that would not prevent the passing of the bill this afternoon. Mr. Foster of the Aircraft Operations Group had some concerns as well.

[Traduction]

aérienne et modifiant d'autres lois en conséquence. Nous allons recommencer à l'article 2. Les membres du Comité se souviennent sans doute que lorsque nous avons temporairement mis fin à nos travaux, nous étions en train de discuter de l'article 2 avec les témoins.

Article 2—*Définitions*

Le président: Je suis heureux d'accueillir aujourd'hui des représentants du ministère des Transports, et M. Wilkins. Monsieur Wilkins, avez-vous l'intention de nous faire une déclaration préliminaire? Sinon, auriez-vous l'amabilité de nous présenter vos collègues? Je crois qu'il vaudrait mieux que vous commenciez par nous présenter vos collègues.

M. Jaffray Wilkins (sous-ministre associé, Transports Canada): Comme vous voulez, monsieur le président. J'ai le plaisir de vous présenter M. Ken A. Johnson, directeur du Bureau de la sécurité aérienne; M. Brian Carr, qui fait actuellement partie de l'équipe d'étude aérienne du ministère, mais qui a collaboré avec moi à l'examen du rapport Dubin, ainsi que, en grande partie, aux travaux de préparation de ce projet de loi; et enfin, M. Paul Royer, de notre service du contentieux.

Le président: Merci, monsieur.

M. Wilkins: Je n'ai pas l'intention de vous faire une longue déclaration liminaire, monsieur le président. Je tiens cependant à signaler que nous avons discuté de ce projet de loi en profondeur avec M. Axworthy. Il m'a demandé de dire au Comité qu'il considérerait ce projet de loi urgent et de la plus haute importance, et qu'il souhaitait que le processus se déroule aussi rapidement que possible. Il m'a également chargé de vous offrir toute notre aide.

Le président: Merci, monsieur. Les membres du Comité souhaitent-ils continuer à poser des questions, ou sont-ils prêts à passer à notre étude article par article?

M. Ellis: Monsieur le président, il me semble que nous avons entendu au moins trois exposés verbaux à notre dernière séance et que nous en avons reçu un par écrit. Chacun de ces exposés soulevait des questions qui, à mon avis, méritent notre considération.

Nous avons reçu depuis un télex de M. Crook, président de l'Association canadienne des pilotes de lignes aériennes. Ce dernier nous informe que, après avoir discuté avec des représentants du ministère, il ne voit plus la nécessité d'apporter des changements.

Nous avons également reçu une lettre de M. Beitch, président de COPA. Je tiens en fait à signaler la présence dans cette salle, cet après-midi, de M. Pepler, directeur général de cette association depuis très longtemps déjà. Nous avons également eu l'occasion de discuter avec lui, et il semble qu'il ne lui reste plus qu'une seule préoccupation. Ceci ne devrait pas nous empêcher d'adopter le projet de loi cet après-midi. M. Foster, du Groupe de la navigation aérienne, a encore quelques préoccupations aussi.

[Text]

I wonder, since Mr. Wilkins and his colleagues have been dealing with these people on a direct basis through the summer, if it would not be reasonable to have them fill us in on their discussions and indicate to us where they feel these answers have been given, rather than having us go through the minutes of the June 28 meeting and repeating all the questions which were put to us by those people in those three presentations.

If that could be done, I think it would expedite the meeting this afternoon rather considerably. After that, we might have a few more questions to wind up.

The Chairman: Mr. Wilkins.

Mr. Wilkins: Mr. Chairman, I am happy to try to do that. I am not sure that my memory is perfect, but if my colleagues will help me, and the members of the committee will remind me of any points I miss, among us I think we can cover everything.

The Chairman: May I point out before you start, Mr. Wilkins, that I have notice of six amendments from the government which the clerk has circulated to the members. Those may answer some of our questions.

Mr. Wilkins: Just to deal briefly with some of the principal points that were raised by the associations, let me say, Mr. Chairman, that after the last meeting of the committee in late June we went to a good deal of trouble to review in detail the comments which had been by various associations and individuals and undertook to try to give them substantive replies on the principal points which they raised. I believe I sent copies of that correspondence to the committee's secretary.

The principal comments were, as Mr. Ellis indicated, from COPA, CALPA, ATAC and the aircraft operations group of UCTE, I believe.

I will speak in respect of COPA, without trying to abbreviate their concerns or presentation at all. I think their principal concern centred on the question of the appeal mechanism against licensing suspensions as a result of examinations of one sort or another by the regulatory body, the Canadian Air Transportation Administration. We met, and I judge from the letter they put in your hands today that they are satisfied that the mechanism proposed, namely the establishment under the Aeronautics Act of a civil aviation appeal tribunal to provide for appeal against any licensing suspension—and that was the terminology I used in my letter—was satisfactory. "Any", in my terms, included the question of appeals on suspension for medical grounds.

• 1550

They were, I think, concerned as well about the independence of the board and questions of that nature. I pointed out two things: first of all, that the appointees were Governor in

[Translation]

Comme M. Wilkins et ses collègues ont traité avec ces gens directement, cet été, ne serait-il pas préférable de leur demander de nous faire un résumé de leurs discussions et de nous dire quelles réponses ils ont obtenues? Ce serait, à mon avis, mieux que de revoir le compte rendu du 28 juin et de répéter toutes les questions que ces gens nous avaient posées lors de leur exposé.

Il me semble que cela accélérerait beaucoup le processus. Nous aurions peut-être le temps de poser plus de questions pour conclure.

Le président: Monsieur Wilkins.

M. Wilkins: Monsieur le président, je le ferai volontiers. Ma mémoire risque cependant de me faire défaut. Je vais alors demander à mes collègues et aux députés de me signaler tout oubli. Si nous nous y mettons tous, nous n'aurons aucune difficulté à bien cerner la situation.

Le président: Avant que vous ne commenciez, monsieur Wilkins, j'aimerais signaler que le gouvernement va déposer six amendements que le greffier est en train de distribuer aux membres. Il se peut que certains de ces amendements répondent à vos questions.

M. Wilkins: Je vais vous brosser un tableau des principaux points que les associations ont soulevés. Après notre dernière séance, à la fin de juin, monsieur le président, nous avons consacré beaucoup d'efforts à passer au peigne fin toutes les observations qu'avaient faites les représentants d'associations et les particuliers qui sont venus témoigner devant nous. Nous avons essayé de leur répondre dans les détails. Je crois avoir envoyé une copie de cette correspondance au secrétaire du Comité.

M. Ellis a déjà mentionné les principaux groupes qui nous ont fait part de leurs points de vue. Il s'agit de la COPA, de l'Association canadienne des pilotes de lignes aériennes, de l'ACTA, ainsi que du Groupe de la navigation aérienne du SEECT, je pense.

Je vais commencer par parler des préoccupations de la COPA, mais je ne vais pas résumer leur mémoire. Nos principales préoccupations concernaient le mécanisme d'appel dans le cas des suspensions de permis décrétées à la suite d'un examen quelconque effectué par l'organisme de réglementation, qui est l'Administration canadienne du transport aérien. Nous nous sommes rencontrés et j'en ai déduit, d'après la lettre qu'ils vous ont remise aujourd'hui, qu'ils étaient satisfaits du mécanisme que nous proposons, qui est la création, dans le cadre de la Loi sur l'aéronautique, d'un tribunal d'appel de l'aviation civile qui serait chargé d'entendre tout appel concernant la suspension d'un permis. Ce sont les termes que j'ai utilisés dans ma lettre. J'ai utilisé l'expression «tout appel», ce qui, à mon avis, comprend les appels dans les cas de suspension pour des raisons médicales.

Cette association se préoccupait quelque peu de l'autonomie du bureau, entre autres questions. Je leur ai signalé deux choses: d'abord, que les membres du bureau étaient nommés

[Texte]

Council appointments for a specified term, so they had, as a result, some protection and independence in their actions; and, secondly, that the minister's advisory committee on Dubin had been at pains to recommend to the minister that appointees should be people of competence in the general functional area of the board. While the wording in the act does not specifically, or in detail, reflect that, we have used a wording similar to that which existed in the Canadian Ports Act, to indicate that the people appointed should have the required competence.

With respect to CALPA, I do not believe it is a misstatement to say that CALPA was concerned in their presentation to raise a number of matters that they knew to be of concern to their membership, without necessarily intending to convey the impression that it was, in all cases, CALPA's final and considered position. We met with them again and we corresponded with them and I think generally we satisfied their concerns, judging from the telex they sent to you the other day, Mr. Chairman.

ATAC, the Air Transportation Association of Canada, again raised quite a number of concerns that had to do with the independence and objectivity of the board, questions of the board's right to conduct medical examinations in order to obtain information that might be relevant to the accident investigation. They raised, as did one or two others, including subsequently Mr. Forrestall, the definition of "aircraft". There were concerns about the organization of the board and the functions that would be transferred from the Air Administration, the question of the responsible minister, seizure of material for testing purposes, privileged information and reports by the board. I believe it is fair to say that we have addressed to their satisfaction, in our response or in the amendments we are proposing, most, if not all, of the points they expressed concern about.

Similarly, as I recall, Mr. Chairman, the Air Operations Group had raised some concerns about the objectivity of the board, the rights of organizations to have observers on teams, and one or two points of that sort. I hope that in our correspondence we have satisfied their concerns as well. I have not personally had discussions with Mr. Foster on it, but one of my staff has.

The Chairman: Thank you, Mr. Wilkins. Mr. Nowlan.

Mr. Nowlan: I have a few questions. Perhaps, without getting too firm in time, since we have had a sort of commonality in this bill, I would like to ask Mr. Wilkins a couple of questions. And in regard to this concern of the pilots' association on the civil aviation appeal tribunal, obviously that is going to be outside of the scope of the bill.

• 1555

It is nice to have a letter, and it is nice to have an agreement. But was your discussion satisfactory to them? I mean, what protection do they—or other interested parties—get to create this tribunal? Could you give me some answer on that?

[Traduction]

par le gouverneur en conseil pour un mandat défini, de sorte qu'ils jouissaient d'une certaine protection et autonomie, et ensuite, que le comité consultatif du ministre sur le rapport Dubin avait recommandé fermement au ministre que les membres du bureau soient des personnes compétentes au niveau du fonctionnement général du bureau. Même si le libellé du projet de loi ne le mentionne pas dans les détails, nous avons repris plus ou moins des dispositions qui figurent déjà dans la Loi canadienne sur les ports, qui stipule que les personnes nommées au bureau doivent être compétentes.

Je ne crois pas me tromper en disant que l'Association canadienne des pilotes de lignes aériennes a soulevé dans son exposé des questions qui préoccupaient ses membres. Cependant, je ne crois pas que ce mémoire présente la position définitive de cette association. Nous avons rencontré des représentants de l'association et avons correspondu avec eux. Je pense que nous avons répondu à leurs préoccupations, le télex qu'ils vous ont envoyé l'autre jour, monsieur le président, en faisant foi.

L'Association canadienne du transport aérien a également soulevé quelques questions concernant l'autonomie et l'objectivité du bureau, ainsi que le droit du bureau d'effectuer des examens médicaux pour obtenir des renseignements pertinents à une enquête sur un accident. Les représentants de cette association ont soulevé, à l'instar d'autres personnes, dont M. Forrestall, la question de la définition de «aéronef». Des questions ont également été soulevées au sujet de la structure du bureau et des responsabilités qui seraient transférées de l'Administration aérienne. Ils ont également soulevé la question du ministre responsable, de la saisie de biens pour des fins de tests et de données et de rapports confidentiels. Je pense que nos réponses et nos amendements les ont satisfaits.

Je crois également me rappeler, monsieur le président, que le groupe de la navigation aérienne avait également soulevé la question de l'objectivité du bureau, du droit de certaines organisations d'envoyer des observateurs participer à certaines équipes, et un ou deux autres sujets semblables. J'espère que les lettres que nous leur avons envoyées ont répondu à leurs questions. Je n'ai pas discuté personnellement de ces sujets avec M. Foster, mais je sais qu'un membre de mon personnel l'a rencontré.

Le président: Merci, monsieur Wilkins. Monsieur Nowlan.

M. Nowlan: J'aurais quelques questions à poser. Comme nous nous sommes relativement bien entendus jusqu'à maintenant, je vous prierais de ne pas être trop strict, question de temps. J'aurais quelques questions à poser à M. Wilkins. Bien entendu, la question du tribunal d'appel de l'aviation civile qu'a soulevée l'association des pilotes sort de la portée de ce projet de loi.

Il est toujours bon d'avoir une lettre et un accord. Mais vos discussions les ont-ils satisfaits? Quelles sont les mesures de protection liées à la mise sur pied de ce genre de tribunal? Je

[Text]

Mr. Wilkins: Yes, I can, Mr. Nowlan. I do not have the details committed to memory as to precisely what the terms of reference of the tribunal would be. I do not think, with regard to its make-up, that we have totally sorted that out yet in terms of numbers.

But the intention is, through amendment to the Aeronautics Act, to establish a tribunal that would be made up again of Governor-in-Council appointees, and which generally would have the obligation to hear any appeals from licensing action of the air administration inspectors. That will be provided for formally under the Aeronautics Act.

Mr. Nowlan: That covers any appeal.

Mr. Wilkins: Appeal on any grounds.

Mr. Nowlan: Any ground at all.

Mr. Wilkins: Yes, medical or whatever.

Mr. Nowlan: Well, that is the point—the medical too.

Mr. Wilkins: I think it is worth mentioning in that connection also, Mr. Nowlan . . . I am not sure that I have it handy, but the Canadian Owners' and Pilots' Association, I think, had mentioned the fact that in the United States this responsibility for licensing appeals rests with the National Transportation Safety Board, which is in a sense an equivalent on the air side of the proposed Canadian Aviation Safety Board.

Our information—and there has been some public comment on this in the United States—is that the NTSB is quite uncomfortable with this responsibility because of the possibility, which I assume they have found existed on one or two occasions, that their action as an appeal tribunal might support the retention of a licence by someone who was later found to be at fault in connection with an accident. I gather that this has happened.

I believe their desire in the United States is to return that responsibility to the Federal Aviation Administration, rather than keep it in the NTSB. But there is a potential for conflict there.

Mr. Nowlan: But there is a commitment. That is as far as you can go. We learned many years ago that even ministerial promises in the House are worth no more than the paper of *Hansard* that they are written on, at least in terms of any legal effect.

But from your point of view there has been some type of commitment to have an amendment to the Aeronautics Act to get some legislative entity to do this.

Mr. Wilkins: Mr. Chairman, the commitment is reflected in the concept papers which have been distributed by the Air Administration's Aeronautics Act Task Force and which deal with the whole variety of subjects which are to be embodied in the amendments to the Aeronautics Act.

[Translation]

veux dire dans leur cas ou dans celui des autres parties intéressées. Pouvez-vous me répondre?

M. Wilkins: Je suis tout à fait en mesure de vous répondre, monsieur Nowlan. Je ne connais pas par coeur les détails du mandat de ce tribunal. Nous n'avons pas encore décidé du nombre de membres, par exemple.

Mais nous avons l'intention, par le truchement d'un amendement à la Loi sur l'aéronautique, de mettre sur pied un tribunal qui serait composé de membres nommés par le gouverneur en conseil et qui serait chargé d'entendre les appels interjetés dans le cas de mesures prises par des inspecteurs de l'Administration aérienne à l'égard des permis. Nous aurons dans la Loi sur l'aéronautique une disposition qui le prévoira officiellement.

M. Nowlan: Toutes les sortes d'appels seront prévus?

M. Wilkins: Les appels pour quelque raison que ce soit.

M. Nowlan: Quelque raison que ce soit?

M. Wilkins: Oui, pour des raisons médicales ou autres.

M. Nowlan: C'est ce à quoi je voulais en venir, les raisons médicales.

M. Wilkins: Je pense qu'il convient également de signaler ici, monsieur Nowlan . . . Je ne sais pas si j'ai cela en mains, mais la *Canadian Owners' and Pilots' Association* a souligné le fait que, aux États-Unis, la responsabilité des appels concernant les permis relève du *National Transportation Safety Board*, qui ressemble plus ou moins au Bureau canadien de la sécurité aérienne dont nous proposons ici la création.

Que nous sachions, et on en a parlé publiquement aux États-Unis, le N.T.S.B. se préoccupe un peu de cette responsabilité à cause de l'éventualité—et je présume que cela s'est produit à une ou deux reprises—que leur décision en tant que tribunal d'appel vienne appuyer le maintien d'un permis dans le cas d'une personne jugée ultérieurement fautive dans un accident. Je crois savoir que cela s'est déjà produit.

C'est pourquoi le N.T.S.B. préférerait remettre cette responsabilité à l'Administration fédérale américaine de l'aviation. Mais il existe un potentiel de conflit certain.

M. Nowlan: Que faites-vous de l'engagement? Vous ne pouvez pas aller plus loin. Nous avons appris, il y a plusieurs années, que les promesses ministérielles faites à la Chambre ne valent pas plus, dans bien des cas, que le papier du journal des débats sur lequel elles sont imprimées, du moins pour ce qui concerne leur incidence juridique.

Mais vous nous dites qu'un engagement a été pris de modifier la Loi sur l'aéronautique, de manière à mettre sur pied un organisme législatif qui serait chargé de ce rôle.

M. Wilkins: Monsieur le président, cet engagement figure dans les documents de principe que le groupe de travail de la Loi sur l'aéronautique de l'Administration aérienne a distribués et qui traitent de toute une gamme d'amendements à la Loi sur l'aéronautique.

[Texte]

I believe that consultation with the industry has progressed to the point of talking not just about concepts, but about the nature of wording that might be used in the legislation.

Mr. Nowlan: I will ask my last question, as others may obviously want to question what Mr. Wilkins has said.

You have a definition of "aircraft" which you have laid on the table, and which I just read for the first time. It follows fairly closely what I think Mr. Forrestall was trying. My question to you is this: Does your definition of "aircraft" include these ultra-light planes? Is this definition wide enough, or vague enough, to cover the ultra-lights?

Mr. Wilkins: Yes, because such an aircraft derives its support in the atmosphere from reactions of the air . . .

Mr. Nowlan: Well, except you have, I must say, legally . . .

Mr. Wilkins:—even if it has a lawnmower motor.

Mr. Nowlan: I was going to say, legally, the other part of that definition sort of interests me as an exception almost. Well, if you are going to include this in the Canadian Aviation Safety Board for your definition, are we, through that process, going to start to get legislation and/or regulations and classes of licences of those who can fly those things which are becoming a little more popular? I know these are not big jets and these are not the prop planes; I am just wondering just what your thoughts are on this.

Mr. Wilkins: I can only report the views of my colleague, the air administrator. First of all they fall within the regulatory sphere of the air administration, and therefore they should be within the sphere of the Accident Investigation Board as well. But, secondly, it is not the intention of the Air Administration at this juncture to regulate the vehicle, the aircraft—if one can use that term, since it is a little like a sail-boat, almost, is it not?—to require the pilots to have a licence.

• 1600

Mr. Forrestall: I am not all that sure of what the attitude of those who currently enjoy the pleasures of that motorized sail would be to that explanation. However, Mr. Nowlan has made the point and you have responded to it.

Mr. Chairman, I wanted to get to the one matter that caused us extraordinary difficulty the last day we sat, I think the day of or the day before our adjournment, on June 28 or 29. As Mr. Ellis has indicated, and as others will, once it is resolved it will be fairly easy for us, and I think for the committee, to make some progress. I do not see in your amendments any attempt to deal with it—although if I recall correctly . . . it may very well have been in private conversation, and if that was the case I apologize—I do not see any suggested changes to Clause 15.(1) (f) and (g), to which, as you know, a very strenuous opposition was put forward, not only by CALPA, but certainly by interests within the Canadian Medical Association, the Canadian Civil Liberties

[Traduction]

Je crois également savoir que les consultations avec le secteur concerné ont avancé au point où on ne parle plus de principe, mais bien du libellé.

M. Nowlan: Ce sera ma dernière question. Je suppose que mes collègues ont aussi des questions à poser à M. Wilkins.

Vous nous proposez une définition de «aéronef» que je viens de lire pour la première fois. Elle ressemble énormément aux efforts de M. Forrestall. Voici ce que j'aimerais savoir: votre définition inclut-elle les avions ultra-légers? Est-elle assez générale ou vague pour englober ces appareils?

M. Wilkins: Oui, parce que ces appareils sont soutenus dans l'atmosphère grâce aux réactions de l'air . . .

M. Nowlan: Oui, mais juridiquement parlant . . .

M. Wilkins: . . . même s'ils sont propulsés par un moteur de tondeuse à gazon.

M. Nowlan: Mais j'allais justement dire que juridiquement parlant, l'autre partie de cette définition m'intéresse beaucoup. Elle me semble constituer une exception. Si cette définition est adoptée, allons-nous établir, au moyen d'une loi, ou de règlements, des catégories de permis pour les pilotes de ces appareils qui semblent devenir un peu plus populaires? Je sais que ce ne sont pas de gros avions à réaction, ni même des avions à hélices. J'aimerais simplement avoir votre avis.

M. Wilkins: Je ne peux que vous transmettre l'opinion de mon collègue, le directeur de l'Administration aérienne. Ces appareils sont assujettis aux règlements de l'Administration aérienne et, par conséquent, ils seraient également assujettis aux dispositions relatives au Bureau d'enquête sur les accidents. Deuxièmement, l'Administration des transports aériens n'a pas l'intention, à ce moment-ci, de réglementer le véhicule, l'aéronef—si on peut l'appeler ainsi, puisque c'est un peu comme un voilier, presque, n'est-ce pas? . . . et exiger que les pilotes aient un permis.

M. Forrestall: Je ne suis pas certain comment réagiraient à cette explication ceux qui, présentement, s'adonnent au plaisir de la voile motorisée. Cependant, M. Nowlan a soulevé la question et vous y avez répondu.

Monsieur le président, je voulais aborder un sujet qui nous a causé d'énormes difficultés la dernière fois que nous avons siégé; c'était le jour ou la veille de l'ajournement, le 28 ou le 29 juin. Comme l'a souligné M. Ellis—d'autres le feront—une fois que la question sera résolue, il nous sera relativement facile, en comité, de progresser. Je ne vois, dans vos amendements, aucune tentative de traiter la question bien que, si ma mémoire est fidèle . . . il se peut que cela ait été soulevé dans une conversation privée, et dans ce cas-ci, je m'en excuse—je ne vois donc aucune proposition de changement aux alinéas f) et g) de l'article 15.(1), qui, comme vous le savez, avaient soulevés beaucoup d'opposition, non seulement à l'Association canadienne des pilotes de lignes aériennes, mais également à l'Association médicale canadienne, à l'Association des libertés

[Text]

Association and a variety of other groups as it has come to their attention.

To refresh the minds of the members of the committee, I might just refer to CALPA, because it succinctly brings the question to a head. They have expressed the following:

The interest in maintaining confidentiality between a private physician and his patient outweighs any conceivable advantages which might be gained from the inclusion of Clause 15.(1)(f), particularly.

Such a provision might deter pilots, of course, from seeking outside medical advice on related matters to their personal health, but matters which might not be related to the safety, in fact, of flying, and CALPA, among others, have objected to this.

I personally object to it, not only on that ground but on a number of other grounds. I am wondering if Mr. Wilkins could indicate if, from the absence of the suggested amendment with respect particularly to Clause 15.(1)(f), I draw correctly the conclusion that the government does not intend to amend that to protect that inviolate right, the right of the patient-doctor relationship?

The Chairman: Mr. Wilkins.

Mr. Wilkins: The answer, Mr. Chairman, is, yes, you do draw the right conclusion. We looked at this again in the light of the points that were raised by CALPA and others and also, if I may say so, in the light of the discussion at the session of the committee in late June, which on this point I think was fairly extensive. I said a couple of times to my own staff that I thought the committee discussion focused attention on the issue very effectively. It really is a judgment of the privacy of individual information versus the public good. It is a difficult question to resolve, but we decided, on re-examining it in the light of that information and searching our own consciences again, that the way it was worded was proper. So no change is proposed.

Mr. Forrestall: Mr. Chairman, then I will just read that clause, because it will give extraordinary difficulty to a number of interests if we proceed with it and it perhaps should be in the record. It is Clause 15.(1):

For the purpose of conducting an investigation by the Board under this Act, an investigator has the power, subject to subsection (5), section 13 and any exceptions or restrictions that the Board may impose on the powers of the investigator ...

I will go to clause 15.(1)(f) which says:

to require a physician or other health practitioner to provide information concerning any of his patients if the investigator believes on reasonable grounds is relevant to the investigation, if the physician or practitioner may be compelled to provide such information by the law of the province in which he practices his profession ...

That is the end of the quotation.

[Translation]

civiles du Canada et dans divers autres groupes qui en avaient pris connaissance.

Permettez-moi de rappeler les questions aux membres du Comité; je ne ferai allusion peut-être qu'à l'A.C.P.L.A., qui a vraiment fait aboutir la question. Voici ce qu'elle a dit:

L'intérêt du maintien de l'aspect confidentiel entre un médecin privé et son patient l'emporte sur tout avantage concevable que l'on pourrait retirer de l'ajout, surtout, de l'alinéa f) à l'article 15.(1).

Une telle disposition pourrait évidemment décourager les pilotes d'obtenir un avis médical sur des questions concernant leur santé personnelle, des questions qui pourraient ne pas être reliées à la sécurité des vols, et l'A.C.P.L.A., entre autres, s'y est opposée.

Je m'y oppose personnellement, non seulement pour cette raison, mais pour un certain nombre d'autres également. Je me demande si M. Wilkins pourrait nous dire, en l'absence d'un projet d'amendement concernant surtout l'alinéa f) de l'article 15.(1), si je tire la bonne conclusion, autrement dit, que le gouvernement n'a pas l'intention de modifier cette disposition pour protéger ce droit inviolé, le droit au rapport patient-médecin.

Le président: Monsieur Wilkins.

M. Wilkins: Je vous réponds: oui, monsieur le président, vous tirez la bonne conclusion. Nous avons de nouveau examiné la chose à la lumière des questions qu'a soulevées l'A.C.P.L.A., et d'autres et également, si vous me le permettez, à la lumière des discussions qui ont eu lieu à la réunion du Comité, à la fin de juin, discussions assez exhaustives sur la question. J'ai répété à quelques reprises à mon propre personnel qu'à mon avis, les discussions du Comité s'étaient très efficacement arrêtées à cette question. Il s'agit en réalité de décider de l'aspect confidentiel de l'information personnelle, par opposition au bien public. La question est difficile à résoudre, mais en la revoyant à la lumière de cette information et en interrogeant notre conscience de nouveau, nous avons décidé que le libellé était satisfaisant. Par conséquent, aucun changement n'a été proposé.

M. Forrestall: Monsieur le président, je vais donc vous lire cet article, car il suscitera beaucoup de difficultés sur bien des plans si nous l'acceptons, et il faudrait peut-être le consigner au compte rendu. Il s'agit de l'article 15.(1):

Au cours d'une enquête menée par le Bureau en application de la présente loi, les enquêteurs peuvent, sous réserve du paragraphe (5), de l'article 13 et des exceptions et restrictions que le Bureau impose à leurs pouvoirs ...

Je cite maintenant l'alinéa f) de l'article 15(1), qui se lit comme suit:

exiger d'un médecin ou autre professionnel de la santé, dans la mesure où ceux-ci peuvent y être contraints par le droit de leur province d'exercice, les renseignements, relatifs à leurs patients, qu'ils sont fondés à croire utiles à l'enquête ...

Fin de la citation.

[Texte]

[Traduction]

• 1605

I do not quite see how you are going to achieve that. I just wonder if it is not in very serious conflict with provincial laws and with accepted physician-patient relationships.

Are we taking the lead in this? Is this a common practice in other western democracies? What is the practice in the United States, in the United Kingdom, in West Germany, and in France? What practices are followed with respect to this?

I can only object to it. I will move, when we get to it, that the clause be deleted. We can have a full-blown debate on it at that point in time.

The clause, standing by itself, does not justify itself. Indeed, it is an affront to the rights and liberties of people and the very inviolate relationship between individuals and their physicians. To empower somebody who, in the opinion of the minister, is a competent investigator to inquire into the private relationship between an individual and his doctor seems to me to be so ridiculous and ludicrous as to cause people to wonder whether we have taken leave of our senses.

In considering this, which far, far surpasses the context of a Canadian Aviation Safety Board—and without an adequate debate—we are getting into areas which are far beyond the realm of what we are intending to do here. In fact, to accept that without adequate debate would be, it seems to me, quite irresponsible on the part of this committee. I am sure committee members, when we get to it, will want to debate it.

Perhaps Mr. Wilkins could indicate what the practices are in other countries and the evidence upon which he would join debate on whether we are not unduly infringing on inviolate relationships that should not be touched.

The Chairman: Before Mr. Wilkins answers, Mr. Forrestall, might I put a brief supplementary which he might answer in the same breath?

Mr. Forrestall: Sure.

The Chairman: It would seem to me, by the way in which Clause 15.(1)(f) is written, that it would also establish in this country a national law that would have uneven application even across the country.

Mr. Forrestall: Sure, in motor vehicle accidents, train accidents and marine accidents.

The Chairman: After all, a physician may be compelled in one province to divulge the information, but may not be compelled in another province.

Mr. Forrestall: That is right.

The Chairman: What are we doing in passing a law that does not have even application across the country?

Je ne vois pas vraiment comment cela peut se faire. Je me demande si cette disposition ne contrevient pas sérieusement aux lois provinciales et aux rapports acceptés entre médecin et patient.

Sommes-nous des chefs de file en la matière? S'agit-il là d'une pratique commune dans d'autres démocraties de l'Ouest? Que fait-on, par exemple, aux États-Unis, au Royaume-Uni, en Allemagne de l'Ouest et en France? Quelles sont les pratiques acceptées dans ces pays à ce sujet?

Je ne peux que m'y opposer. Je proposerai donc, lorsque nous aborderons cet alinéa, qu'il soit retranché. Nous pouvons avoir un débat monstre à ce sujet, à ce moment-là.

L'article, en soi, ne se justifie pas. Il s'agit même d'un affront aux droits et aux libertés des gens et aux rapports inviolés entre les particuliers et leurs médecins. Donner à quelqu'un qui, de l'avis du ministre, est un enquêteur compétent, le droit de faire enquête dans les rapports privés entre un particulier et son médecin, me semble ridicule et absurde, et certains pourront se demander si nous n'avons pas perdu l'esprit.

En prévoyant cela, qui dépasse de beaucoup le contexte d'un Bureau canadien de la sécurité aérienne, et sans qu'il y ait une discussion adéquate, nous abordons des secteurs qui sont tout à fait en dehors de ce que nous avons l'intention de faire par ce projet de loi. En réalité, accepter cette disposition, sans qu'il y ait une consultation suffisante, me semble tout à fait irresponsable de la part du Comité. Je suis sûr que les membres du Comité voudront débattre de la question lorsque nous aborderons cet article.

M. Wilkins pourrait peut-être nous dire quelle est la pratique dans d'autres pays et apporter des témoignages nous disant si nous ne violons pas indûment des rapports qu'il ne faudrait pas modifier.

Le président: Avant que M. Wilkins réponde, monsieur Forrestall, puis-je poser une courte question supplémentaire à laquelle il pourra répondre en même temps?

M. Forrestall: Certainement.

Le président: Il m'apparaît, de la façon dont l'alinéa f) de l'article 15(1) est écrit, qu'on créerait ainsi au pays une loi nationale qui ne s'appliquerait pas également partout au pays.

M. Forrestall: Certainement, par exemple pour les accidents de véhicules à moteur, les accidents de trains et les accidents de bateaux.

Le président: Après tout, un médecin pourrait être contraint, dans une province, à divulguer des renseignements, mais ne pas l'être dans une autre province.

M. Forrestall: C'est juste.

Le président: Est-ce que nous n'adopterons pas une loi qui ne pourra s'appliquer de façon uniforme au pays? Qu'arrivera-t-il alors?

[Text]

Mr. Wilkins: Well, Mr. Chairman, it is a complex question. I want to say, first of all, I do not have the answer to the last part of Mr. Forrestall's question as to what the practice is elsewhere. I may be able to find that out, but I do not know, and neither do my colleagues at this point in time.

On the question of conflict with provincial law, I think that is specifically ruled out by the wording of subclause (f), which specifically states that it applies where:

the physician or practitioner may be compelled to provide such information by the law of the province in which he practices his profession . . .

Mr. Forrestall: That is the point that I think the chairman has been at. I repeated that the word is "if"—it is not "and" or "may", it is "if".

• 1610

Mr. Wilkins: I agree with that . . .

Mr. Forrestall: . . . compose uneven law.

Mr. Wilkins: —but we cannot override those laws and so it may be that provinces may come into conformity themselves with this, where at the moment they are not. I do not know. I am not sure that the argument is a proper one, that you should achieve conformity or uniformity only in the negative sense, simply because conflict with provincial laws prevents you from obtaining it in the positive sense.

I guess my final point would be, Mr. Chairman, that in this respect, as in virtually all others in this bill, we have tried to be consistent with the recommendations of Mr. Justice Dubin, taking the view that in a sense he heard the arguments and came to a reasoned conclusion. We have not attempted to re-examine it from its roots. I refer to Volume I of Mr. Justice Dubin's report, where he comments that:

When a physician provides information on an informal basis to the accident investigator, he may be in breach of a statutory duty as well as his own obligation to maintain confidentiality.

He concludes, therefore, that:

The accident investigator should be empowered to demand such information if it is necessary and, if so empowered, the physician would be relieved of the professional and statutory duty to withhold such information.

There is, I think, a fairly relevant clause in Clause 15.(3)

Mr. Nowlan: On what page is that in Volume I?

Mr. Wilkins: Volume I, page 242, Mr. Forrestall. Clause 15.(3), below the one you quoted, states:

No medical examination shall be made pursuant to paragraph (1)(g) that involves surgery, perforation of skin

[Translation]

M. Wilkins: Monsieur le président, il s'agit d'une question complexe. Permettez-moi d'abord de dire que je n'ai pas de réponse à la dernière partie de la question de M. Forrestall quant à ce qui se fait ailleurs. Je peux peut-être le trouver, mais je ne sais pas, et mes collègues, à ce moment-ci, ne sont pas au courant non plus.

Au sujet du conflit avec les lois provinciales, le danger est tout à fait éliminé par le libellé de l'alinéa f), qui stipule précisément que la disposition s'applique lorsque:

un médecin ou autre professionnel de la santé, dans la mesure où ceux-ci peuvent y être contraints par le droit de leur province d'exercice . . .

M. Forrestall: C'est justement la question que soulève le président. J'ai mentionné de nouveau que l'expression est «dans la mesure»—et non pas «et» ou «peut», mais bien «dans la mesure».

M. Wilkins: Je suis d'accord avec cela . . .

M. Forrestall: Et cela fait que la loi est inégale.

M. Wilkins: Mais nous ne pouvons avoir préséance sur ces lois et, par conséquent, il se peut que les provinces se conforment elles-mêmes à cette disposition-ci, alors que ce n'est pas le cas présentement. Je ne sais pas. Je ne suis pas certain que l'argument soit approprié, qu'il soit nécessaire qu'il y ait conformité ou uniformité seulement dans le sens négatif, simplement parce que le conflit avec les lois provinciales vous empêche de l'obtenir dans le sens positif.

Je dirais finalement, monsieur le président, que sous ce rapport, comme sous presque tous les autres rapports dans le projet de loi, nous avons essayé de nous conformer aux recommandations du juge Dubin, sachant, dans un sens, qu'il avait entendu les arguments et qu'il en était arrivé à une conclusion sensée. Nous ne devons pas chercher à tout réexaminer depuis le début. Je fais allusion au volume I du rapport du juge Dubin, où il dit:

Lorsqu'un médecin fournit des renseignements à titre non officiel à un enquêteur d'accident, il peut manquer à son devoir légal aussi bien qu'à son obligation personnelle de maintenir le caractère confidentiel de ces renseignements.

Il termine en disant:

L'enquêteur d'accident devrait être habilité à exiger, si nécessaire, ce genre de renseignement, et de ce fait, le médecin sera relevé du sceau du secret.

Il y a, à mon avis, un paragraphe assez pertinent à l'article 15, le paragraphe (3).

M. Nowlan: De quelle page du volume I s'agit-il?

M. Wilkins: De la page 242 du volume I, monsieur Forrestall. Le paragraphe (3) de l'article 15, qui vient après l'alinéa que vous avez cité, stipule:

Les examens médicaux visés à l'alinéa (1)g) ne peuvent comporter ni intervention chirurgicale, ni perforation de la

[Texte]

or external tissue or the entry into the body of any drug or other foreign substance.

So there are some restrictions.

Mr. Forrestall: There is an absolute conflict. The same principle that pertains to the sanctity of the body as well pertains to the sanctity of the mind and the communication between the patient and his physician, and the question posed by the chairman, and your response, that we should not necessarily deter ourselves simply because it argues from the negative, is not, in my judgment, a valuable contribution to the debate we will enter into in a little while. It is, I suppose, like arguing, as did Paul Martin for an hour and fifteen minutes some years ago, that "may" and "shall" in fact are equal. I do not see how you can have it both ways. It is an effrontery, and without some visible and distinguished evidence to support this as a practice that we could follow, I am inclined to resist it very strongly. I am a little disappointed that we are not aware at this point in time of the various authorities within the several provinces, and as well that we are not aware at this point in time of the practices in other countries.

That was my basic question. I would conclude by saying that I will write an amendment deleting it, not trying to amend it, but rather absolutely deleting it or asking that it be deleted until such time as this much broader question can be referred to some other process. It is always easy later on to amend it by way of addition, a lot easier than it is to amend it by way of striking it out.

But to indicate that I am more than satisfied with some of the attempts to include minor concerns that we had last June, and that the amendments the government has proposed seem to be quite acceptable and an attempt to join our concerns, we just ask the simple question whether or not the new definition of an aircraft has been referred to the aeronautics task force which in fact has drafted a definition. And it seemed not to make a lot of sense not to be in concert with that definition.

• 1615

Are there any other definitions in here which are not in concert with that task force report or international standards? The question comes to mind a law's reference to "incidents", as opposed to "accidents", and the difficulty which might arise in reviewing aircraft incidents or accidents in comparing statistics from our country with those from other countries in order to try to determine whether or not we have an acceptable safety level.

Those are just two. Are there any others? Have you made a recommendation to the task force to come in line with this bill? Where does that stand?

Mr. Wilkins: On that last point, Mr. Chairman, I share your concern. I brought it to the attention of the task force before our last meeting, since it had been pointed out to me by a number of people. I can only say that the present definition, which is only a minor—though regrettably legalistic—

[Traduction]

peau ou des tissus externes, ni pénétration de médicaments, drogues ou autres substances étrangères dans l'organisme.

Il y a donc certaines restrictions.

M. Forrestall: Il y a véritablement conflit. Le même principe qui se rapporte au caractère sacré du corps se rapporte également au caractère sacré de l'esprit et à la communication entre le patient et son médecin. La question que vous a posée le président et votre réponse portant que nous ne devrions pas nécessairement être dissuadés simplement du fait de l'argument négatif, à mon avis, ne sont pas des contributions sérieuses au débat que nous aborderons sous peu. C'est un peu comme si on discutait, je suppose, comme l'a fait Paul Martin, il y a quelques années, pendant une heure et 15 minutes, pour dire que les mots «peut» et «doit» sont en réalité synonymes. Je ne vois pas comment on peut accepter les deux. C'est une effronterie, et en l'absence de preuve visible et distincte à l'appui de cette pratique que nous pourrions adopter, je suis porté à y résister très fermement. Je suis un peu déçu que nous ne connaissions pas à ce moment-ci les diverses autorités au sein des provinces, et que nous ne sachions pas non plus ce qui se fait dans d'autres pays.

C'était ma question fondamentale. Je terminerai en disant que je vais rédiger un amendement pour retrancher cet alinéa, non pas pour essayer de le modifier, mais plutôt pour le retirer complètement, ou pour demander qu'il le soit, afin que cette vaste question soit présentée à un autre forum. C'est toujours facile, plus tard, de modifier par voie d'addition, beaucoup plus facile que de modifier par retrait.

Pour vous souligner que je suis plus que satisfait de certaines tentatives visant à inclure les préoccupations mineures que nous avons en juin dernier, et que les amendements du gouvernement semblent acceptables et tendent à répondre à nos inquiétudes, je vous poserais une simple question, à savoir si, oui ou non, la nouvelle définition d'aéronef a été transmise au groupe de travail de l'aéronautique, qui avait, en réalité, rédigé une définition. Il semblait que cela n'avait pas beaucoup de sens de ne pas être d'accord avec cette définition.

Y a-t-il d'autres définitions qui ne rejoignent pas le rapport du groupe de travail sur les normes internationales? La question qui nous vient à l'esprit, c'est la référence de la justice aux «incidents», par opposition aux «accidents», et les problèmes qui pourraient découler du fait de réexaminer des incidents ou des accidents d'aviation, de comparer des statistiques de notre pays avec celles d'autres pays, pour savoir si, oui ou non, nous avons un niveau de sécurité acceptable.

Voilà deux questions seulement. Y en a-t-il d'autres? Avez-vous présenté au groupe de travail une recommandation pour qu'il ait conformité avec ce projet de loi? Où en est-on à ce sujet?

M. Wilkins: Sur cette dernière question, monsieur le président, je partage votre inquiétude. Je l'ai mentionné au groupe de travail avant notre dernière réunion, étant donné qu'un certain nombre de personnes m'en avaient parlé. Je vous répondrai simplement que la présente définition, qui ne

[Text]

modification of your own excellent definition, Mr. Forrestall, was conveyed to me by Mr. Sinclair, who is the boss of the Aeronautics Act task force, and I . . .

Mr. Forrestall: Give him all the credit for that one.

Mr. Wilkins: —can only hope that it seeps through to the Aeronautics Act task force. I am not aware either of any other inconsistencies.

On the former question, Mr. Chairman, would you permit me to ask my colleague, Mr. Royer, to make a brief comment on the question of medical testing?

The Chairman: Mr. Royer.

Mr. Paul Royer (Legal Counsel, Transport Canada): Mr. Chairman, I would just like to add an explanation about Clause 15.(1)(f). In all the provinces except Quebec what you call the medical privilege, the obligation of secrecy, is not upheld in courts; there is no privilege in the courts, except in Quebec, where a provision in the Charter of Rights and Freedom enforces the medical privilege. That explains the last part of the section. In the other provinces, in any legal proceedings where medical proceedings would be pertinent or relevant to the case, they can be the subject of a subpoena.

Mr. Forrestall: But this is a quasi-judicial body, not a court. If what we are doing is establishing another level of the judiciary in this country, then let us talk about that. I am reasonably aware of what provincial requirements are. But this is not a court.

Mr. Royer: I agree with you, but I just wanted to point out that, in various situations, there has been legislation to overrule the right of privacy of a patient as regards his doctor. There has been some legislation in various provinces. I do not know what the state is now of each section. But there have been historically sections where medical practitioners have been obliged under the law to provide certain information to the state; that is, to the province.

Mr. Forrestall: There have been just as many provinces where the courts have said, no, they may not introduce evidence taken from a person without his knowledge.

The whole thing is crazy, and we will argue it when we come to it.

The Chairman: I was going to suggest that we should deal with it when we are on Clause 15. May I remind members—I am sure I do not have to remind Mr. Forrestall, because he included it in his comment—that if any member is planning to move amendments when we get to clause-by-clause study, I will want those amendments in writing.

Mr. Ellis.

[Translation]

représente qu'une modification mineure—bien qu'à caractère légal, malheureusement—de votre propre définition, qui est excellente, monsieur Forrestall, m'a été transmise par M. Sinclair, qui est le chef du groupe de travail concernant la Loi sur l'aéronautique, et je . . .

M. Forrestall: Donnez-lui tout le crédit qu'il mérite à ce sujet.

M. Wilkins: . . . ne puis qu'espérer qu'elle fera son chemin jusqu'au groupe de travail concernant la Loi sur l'aéronautique. Je ne suis pas au courant non plus qu'il y ait d'autres contradictions.

Au sujet de la première question, monsieur le président, me permettriez-vous de demander à mon collègue, M. Royer, de faire une brève remarque au sujet des examens médicaux?

Le président: Monsieur Royer.

M. Paul Royer (conseiller juridique, Transports Canada): Monsieur le président, permettez-moi d'ajouter une explication concernant l'article 15.(1)f). Dans toutes les provinces, sauf au Québec, ce que nous appelons le privilège médical, l'obligation de garder le secret, n'est pas retenu par les tribunaux; ce privilège n'existe pas devant les tribunaux, sauf au Québec, où une disposition de la Charte des droits et des libertés fait respecter le privilège médical. Cela explique la dernière partie de l'article. Dans d'autres provinces, lors de toute procédure juridique où des procédures médicales seraient pertinentes ou relèveraient de la cause, celles-ci peuvent faire l'objet d'une assignation en justice.

M. Forrestall: Cependant, il s'agit d'un organisme quasi judiciaire, et non d'un tribunal. Si ce que nous faisons, c'est créer un autre palier de justice au pays, parlons-en. Je connais assez bien ce que sont les exigences provinciales. Il ne s'agit pas ici d'un tribunal.

M. Royer: Je suis d'accord avec vous, mais je voulais simplement souligner que dans diverses situations, des lois existent pour donner prééance au droit à l'intimité du patient vis-à-vis de son médecin. Diverses provinces ont adopté diverses lois. Je ne sais pas exactement ce qu'il en est présentement dans le cas de chaque article. Il y a eu, cependant, des articles, qui, historiquement, ont contraint les médecins à fournir, en vertu de la loi, certains renseignements à l'État, c'est-à-dire à la province.

M. Forrestall: Il y a eu autant de provinces où les tribunaux ont décidé que non, ils n'allaient pas accepter de preuve si la personne n'était pas au courant.

Tout cela est ridicule, et nous allons en discuter le moment venu.

Le président: J'allais justement proposer que nous le fassions lors de l'étude de l'article 15. Puis-je rappeler aux membres du Comité—je suis sûr de ne pas avoir à le faire dans le cas de M. Forrestall, car il l'a mentionné dans ses commentaires—que si un membre prévoit proposer des amendements lorsque nous en serons à l'étude article par article, il doit le faire par écrit.

Monsieur Ellis.

[Texte]

Mr. Ellis: Mr. Chairman, I have been sitting here taking in what would appear to be the major subject of contention from my memory and from my re-reading of the minutes of last June. Unless some of my colleagues have something more to contribute, I would personally be prepared to go to clause-by-clause, and deal of these one at a time, with our major attempt being on clause 15 when we get to it.

The Chairman: Well. I agree that would be an efficient way to proceed.

Mr. Ellis: Yes. I have nothing further to add on the general basis.

The Chairman: All right then. We are on Clause 2. I suggest that we go through it. Or do you want to stand Clause 2 and come back to it and do it last?

• 1620

Mr. Ellis: Do it.

The Chairman: All right. I have a notice of amendment by the government. Mr. Flis.

Mr. Flis: Thank you, Mr. Chairman.

I move that Clause 2.(1) of the Bill C-163 be amended by striking out lines 7 to 13 on page 1 and substituting the following therefor:

“aircraft” means any machine capable of deriving support in the atmosphere from the reactions of the air, other than a machine designed

—not machined, there is no need for the “d” to be there . . .

to derive support in the atmosphere from reactions against the earth's surface of air expelled from the machine, and includes a rocket;

Mr. Chairman, I will leave it to the legal minds to explain that interpretation.

The Chairman: Thank you, Mr. Flis. Mr. Forrestall.

By the way, I have accepted the . . . on machine.

Mr. Forrestall: May I ask, Mr. Chairman, how we deal with balloons? Is that a reaction? The air itself has no gravity and I just wondered why . . . Again coming back to the question: what we are trying to do is be consistent with other jurisdictions and other recommendations, so that people looking at our historical records will not be in a position of saying, for God's sakes, did not one bother to talk to the other? Could we not have agreed on the simple definition of an aircraft? Why not a moored balloon? I just do not quite see the full answer.

The Chairman: Mr. Wilkins.

Mr. Wilkins: My understanding, Mr. Chairman, is that this definition is consistent with the ICAO definition, except for the question of rockets, which I gather is not covered by ICAO. I am not sure that the wording is precisely the same, but . . .

The Chairman: If you wish to call on any of your colleagues, feel free at any time to do so.

[Traduction]

M. Ellis: Monsieur le président, je suis ici à écouter ce qui me semble être la plus grande contestation dont je me souviens, après avoir relu les comptes rendus de juin dernier. À moins que certains de mes collègues puissent contribuer quelque chose de nouveau, personnellement, je suis prêt à aborder l'étude article par article du projet de loi, un à la fois, en apportant une attention particulière à l'article 15.

Le président: Bien. Je suis d'accord, ce serait une façon efficace de procéder.

M. Ellis: Oui. Je n'ai rien d'autre à ajouter au sujet des questions en général.

Le président: Très bien. Nous en sommes à l'article 2. Puis-je proposer que nous le lisions. Voulez-vous plutôt que nous le réservions, pour y revenir en dernier?

M. Ellis: Faites.

Le président: Très bien. J'ai un avis d'amendement du gouvernement. Monsieur Flis.

M. Flis: Merci, monsieur le président.

Je propose que l'article 2.(1) du projet de loi C-163 soit modifié par substitution, aux lignes 8 à 14, page 1, de ce qui suit:

«aéronef» Tout appareil qui peut se soutenir dans l'atmosphère grâce aux réactions de l'air, à l'exclusion d'appareils conçus

. . . le «d» à «machine», en anglais, n'est pas nécessaire . . .

pour se maintenir dans l'atmosphère par l'effet de la réaction, sur la surface de la terre, de l'air qu'ils expulsent. Sont inclus les fusées.

Monsieur le président, je laisse aux conseillers juridiques le soin d'interpréter cette définition.

Le président: Merci, monsieur Flis. Monsieur Forrestall.

J'ai accepté le . . . au sujet du mot «machine».

M. Forrestall: Puis-je vous demander, monsieur le président, ce que nous allons faire pour les ballons? Y a-t-il réaction? L'air lui-même n'a pas de gravité, et je me demandais tout simplement pourquoi . . . Je reviens à cette question: nous essayons d'obtenir une certaine uniformité avec d'autres compétences et d'autres recommandations, pour que ceux qui regarderont nos dossiers historiques ne disent pas: bonté divine, ne se sont-ils pas consultés? N'aurions-nous pas pu accepter une simple définition d'un aéronef? Pourquoi pas un ballon captif? Je ne vois pas quelle est la vraie réponse.

Le président: Monsieur Wilkins.

M. Wilkins: Si je comprends bien, monsieur le président, cette définition est conforme à celle de l'OACI, sauf pour les fusées, dont l'OACI ne fait pas mention. Je ne suis pas sûr que le libellé soit exactement le même, mais . . .

Le président: Si vous voulez consulter un de vos collègues, n'hésitez pas à le faire à quelque moment que ce soit.

[Text]

Mr. Wilkins: Thank you.

Mr. Forrestall: Do you have the ICAO definition?

Mr. Wilkins: I do not have it handy. Paul, do you have it?

Mr. Forrestall: It is my understanding that the task force definition, in fact, confirms that the purpose of it was to come up with some universal definition of an aircraft. Why we would want to go off on our own tangent was what gave rise to the question.

The Chairman: Mr. Wilkins, do you have the definition?

Mr. Wilkins: In Annex 13 of the Convention of the International Civil Aviation Organization, "aircraft" is defined as;

Any machine that can derive support in the atmosphere from the reactions of the air, other than the reactions of the air against the earth's surface.

Mr. Forrestall: What does helium in a balloon do?

Mr. Nowlan: That is even simpler than this one.

The Chairman: Except that this one includes a rocket.

Mr. Wilkins: It is also somewhat older and we were, I think, anxious to cover all eventualities. The wording of this is rather carefully chosen to exclude hovercraft. The preference, rather than using the term "hovercraft", was to use words that covered hovercraft and other similar types of machines, in case some time there is another type of thing that is like a hovercraft, and also to include balloons and rockets.

The Chairman: Were you afraid that somebody would take off in the *Bras d'Or*?

Mr. Wilkins: Not any more, no.

• 1625

The Chairman: Well, the definition of aircraft . . .

Mr. Nowlan: Just one further question. I presume then when you have the aircraft that conforms to the definition crashing into a moored balloon or a kite, obviously everybody is going to be before the safety board in time. Both parties do not have to fall within the definition to get before the board.

Mr. Wilkins: No, obviously.

Mr. Nowlan: So that is the reason why "kite" and "balloon" were superfluous, I guess, in the draft bill. Why were they stuck in there in the first place?

The Chairman: Mr. Royer.

Mr. Royer: Mr. Chairman, we deleted the kites and moored balloons because we felt that by bringing in the words "capable of deriving support", moored balloons and kites could

[Translation]

M. Wilkins: Merci.

M. Forrestall: Avons-nous la définition de l'OACI?

M. Wilkins: Je ne l'ai pas à la main. Paul, est-ce que vous l'avez?

M. Forrestall: Je crois comprendre que la définition du groupe de travail confirme en réalité le fait qu'il s'agissait d'en arriver à une définition universelle d'un aéronef. J'ai posé la question pour savoir pourquoi nous voulions suivre notre propre chemin.

Le président: Monsieur Wilkins, avez-vous la définition?

M. Wilkins: À l'annexe 13 de la Convention de l'Organisation de l'aviation civile internationale, on définit «aéronef» comme suit:

Tout appareil qui peut se soutenir dans l'atmosphère grâce aux réactions de l'air autres que les réactions de l'air sur la surface de la terre.

M. Forrestall: À ce moment-là, que fait l'hélium dans un ballon?

M. Nowlan: Cette définition est encore plus simple que celle-ci.

Le président: Sauf que celle-ci comprend les fusées.

M. Wilkins: Elle est également plus ancienne, et nous étions désireux, je crois, de prévoir toute éventualité. Le libellé de cette définition-ci a été choisi soigneusement afin d'exclure les aéroglisseurs. On a préféré, plutôt que de se servir du mot «aéroglisseur», choisir des termes qui s'appliquaient aux aéroglisseurs et à d'autres types d'appareils semblables, au cas où, à un moment donné, il y aurait un autre genre d'appareil semblable à un aéroglisseur, et inclure aussi les ballons et les fusées.

Le président: Avez-vous craint que quelqu'un ne parte dans le «Bras d'Or»?

M. Wilkins: Plus maintenant, non.

Le président: Oui, pour ce qui est de la définition d'aéronef . . .

M. Nowlan: Encore une question. Si un aéronef, aux termes de la définition, entre en collision avec un ballon captif ou un cerf-volant, tout le monde va comparaître devant le Bureau de la sécurité en même temps. Il n'est pas nécessaire que les deux parties soient visées par la définition pour comparaître devant le bureau.

M. Wilkins: C'est évident.

M. Nowlan: Vous ne pourrez faire autrement que convenir, à ce moment-là, que cerf-volant et ballon sont superflus dans le libellé. Pourquoi ont-ils été inclus?

Le président: Monsieur Royer.

M. Royer: Monsieur le président, nous avons supprimé les cerfs-volants et les ballons captifs, car nous sommes arrivés à la conclusion que l'expression «qui peut se soutenir dans

[*Texte*]

be included in those, and therefore repeating at the end would be redundant.

The Chairman: Okay. That is a reasonable explanation.

Mr. Nowlan: Except that in law, when you start to specify a particular something . . . You either stay with the general—and you get in more trouble when you start to have a general, and then use as an example the rocket. If you say the definition is wide enough to cover a balloon, I ask you—and I have not really looked at it from this point yet—is the definition wide enough to include the rocket, without saying “including a rocket”?

Mr. Royer: Mr. Chairman, this point is under discussions. The definition would be wide enough to cover certain rockets through the general word, but we got advice that certain rockets might not be covered.

Mr. Nowlan: I am not going to fuss any further with it. All I can tell you is that in law you stay with the general. When you start to say particularly for the rocket and do not say particularly for the balloon or the kite or whatever else you want to particularize, you start to get in trouble. I like the definition of ICAO, quite frankly, even though it might be an older definition. I think it is better than the one we are dealing with, because it is nice and general; it is so wide open. It is like a balloon; it covers everything.

The Chairman: Is the amendment agreed to?

Amendment agreed to.

Mr. Nowlan: Have you shown these amendments, Mr. Wilkins, to anybody else, I mean, to those experts in the trade? They came on our table right now. I do not pretend I am any great expert; I may be a lawyer, but that is just as confusing. That is more confusing, to be an expert.

In terms of people in the trade you have been dealing with in this bill, have you gone through the amendments you laid on the table today with them and gotten their reaction, and if so what has it been? If you have not, do you not think that might be a good idea?

Mr. Wilkins: On the first point, I do not think there has been extensive consultation, and if I am wrong, my colleagues will correct me. This revised definition is a product of discussions with our legal experts and the aviation safety bureau people which occurred very recently. The answer to your first question is no.

Ideally, yes it would be, although I believe I indicated that the definition is very close to the ICAO one with just a little greater precision, so I am not convinced there is any real great danger there.

Mr. Ellis: Mr. Chairman, as we go through this today we have in the committee room with us a number of gentlemen from the industry who are involved on a daily basis, and I think could be considered experts in this field. What would be the disposition of the chairman, from time to time, to asking them for an opinion in their professional capacity?

[*Traduction*]

l'atmosphère» couvrirait ces appareils. Il était donc redondant de les mentionner.

Le président: Très bien. Cette explication me semble fort raisonnable.

M. Nowlan: Sauf, juridiquement parlant, lorsque l'on mentionne quelque chose particulièrement . . . Si on conserve un libellé plus général—un libellé général qui est suivi d'une mention particulière, comme les fusées, peut causer un problème. Si vous dites que la définition est suffisamment générale pour englober un ballon, et je n'ai pas regardé l'affaire sous cet angle encore, ne pourrait-elle pas également inclure une fusée, sans qu'il soit nécessaire d'ajouter «sont inclus les fusées»?

M. Royer: Monsieur le président, nous sommes en train d'examiner cet aspect. La définition pourrait fort bien inclure certains types de fusées, mais en exclure d'autres.

M. Nowlan: Bon, je ne vais pas insister plus longuement. J'aimerais quand même souligner l'importance d'un libellé général, juridiquement parlant. La mention spécifique d'une fusée et l'exclusion d'un ballon ou d'un cerf-volant peuvent causer des problèmes. J'aime bien la définition de l'O.A.C.I., même si elle est plus ancienne. Je pense qu'elle est supérieure à celle-ci, car elle est très générale, très large. Elle est comme un ballon, elle englobe tout.

Le président: L'amendement est-il adopté?

L'amendement est adopté.

M. Nowlan: Avez-vous montré ces amendements à des experts du secteur, monsieur Wilkins? Ils viennent d'être déposés sur la table. Je ne me prétends pas un grand expert en la matière. Je suis avocat, et donc capable de créer de la confusion, mais pas autant qu'un expert.

Avez-vous obtenu la réaction des experts du secteur aux amendements que vous avez déposés aujourd'hui? Et dans l'affirmative, que vous ont-ils dit? Et si vous ne l'avez pas fait, ne croyez-vous pas que ce serait une bonne idée?

M. Wilkins: En réponse à votre première question, je doute qu'il y ait eu beaucoup de consultations, si je ne m'abuse. Mes collègues me corrigeront si j'ai tort. Cette définition revue et corrigée est le produit de discussions qu'ont eues récemment nos experts juridiques et les membres du personnel du Bureau de la sécurité aérienne. La réponse à votre première question est non.

Notre définition se rapproche beaucoup de celle de l'O.A.C.I., sauf que nous apportons une petite précision. Nous ne courons donc pas de grave danger.

M. Ellis: Monsieur le président, nous avons aujourd'hui dans cette salle de comité des représentants de ce secteur de l'industrie. Ils y travaillent tous les jours et connaissent donc très bien leur sujet. Le président ne pense-t-il pas que ce serait une bonne idée de leur demander leur avis professionnel de temps à autre?

[Text]

The Chairman: The Chair would have no objection.

Mr. Ellis: For example, Mr. Morrison is here from ATAC and I would think that that particular definition would affect them probably more than any other group, and I would think it would not be unreasonable, Mr. Chairman, if you would ask Mr. Morrison to come to the table. I have not mentioned this to Mr. Morrison; he may be embarrassed by it.

• 1630

The Chairman: He will not be.

Mr. Ellis: But I would suggest to you that we might ask Mr. Morrison . . .

The Chairman: Mr. Morrison, would you identify yourself and your organization, please.

Now, I want to point out something before Mr. Morrison speaks. We have already carried on division the definition of "aircraft", and by rights we should be going on to the next one. I am going to allow this to occur, but I would ask members from now on to ask their questions before I put the question on the particular clause or definition or whatever we are dealing with.

Mr. Morrison, please.

Mr. Angus Morrison (President, Air Transport Association of Canada): Mr. Chairman, to respond to Mr. Ellis' question on the definition of aircraft, we noted that the definition of aircraft differs from the definition of aircraft being proposed by the aeronautics task force in the civil aviation manual. The definition of aircraft should be the same in all legislation and regulations. However, I have to say that we do not have any particular difficulty with this definition. It was read to us on the phone today, and we really do not have too much difficulty with it.

Mr. Ellis: Okay. Thank you; that is all.

Mr. Morrison: Mr. Chairman, may I ask my colleague to come up? He knows more about this than I do.

The Chairman: Surely. Certainly.

The next definition is:

"aviation occurrence" means

(a) any accident or incident associated with the operation of aircraft, and

(b) any situation or condition that the Board has reasonable grounds to believe could, if left unattended, induce an accident or incident described in paragraph (a);

Mr. Ellis: Mr. Chairman, could we take as read down to line 15 on the second page unless there is any other question prior to that?

The Chairman: No, we cannot, because I have notice of amendment by Mr. Benjamin . . .

Mr. Ellis: All right. We will take it down to Mr. Benjamin's . . .

[Translation]

Le président: Le président n'a aucune objection.

M. Ellis: Nous avons ici, par exemple, M. Morrison, de l'ACTA, et il me semble que cette définition les touche beaucoup plus qu'aucun autre groupe. Il serait peut-être bon, monsieur le président, que vous demandiez à M. Morrison de s'approcher de la table. Je ne lui en ai pas parlé, et il risque d'être un peu intimidé.

Le président: Il ne devrait pas être embarrassé.

M. Ellis: Mais je vous dirais qu'on pourrait demander à M. Morrison . . .

Le président: Monsieur Morrison, voulez-vous bien vous présenter et nous présenter votre organisation, s'il vous plaît?

Avant que M. Morrison ne commence, je voudrais vous faire remarquer que nous avons déjà adopté sur division la définition du mot «aéronef», et nous devrions normalement passer au suivant. C'est ainsi que nous allons procéder, mais je demanderais aux membres du Comité qu'à l'avenir, ils posent leurs questions avant que je n'aie mis aux voix l'article, ou toute question dont nous traitons.

Monsieur Morrison, vous avez la parole.

M. Angus Morrison (président, Association canadienne du transport aérien): Monsieur le président, pour répondre à la question de M. Ellis au sujet de la définition d'aéronef, nous remarquons que cette définition diffère de celle qui est proposée par le groupe d'étude sur l'aéronautique, dans le cadre du manuel de l'aviation civile. La définition d'aéronef devrait être la même dans toutes les lois et tous les règlements. Je dois cependant dire qu'on m'a lu cette définition au téléphone aujourd'hui et que je la trouve satisfaisante.

M. Ellis: D'accord. Merci; c'est tout.

M. Morrison: Monsieur le président, puis-je demander à mon collègue de s'avancer? Il en connaît plus que moi sur ce sujet.

Le président: Très certainement.

La prochaine définition est la suivante:

«fait aéronautique»

a) Tout accident ou incident lié à l'utilisation d'un aéronef;

b) toute situation dont le Bureau est fondé à croire qu'elle pourrait, à défaut de mesure corrective, provoquer un accident ou incident au sens de l'alinéa a);

M. Ellis: Monsieur le président, est-ce qu'on pourrait considérer qu'on a lu jusqu'à la ligne 15 de la version anglaise, à la page 2, à moins qu'il n'y ait d'autres questions qui soient posées avant d'en arriver là?

Le président: Non, nous ne le pouvons pas, car M. Benjamin m'a prévenu qu'il avait un amendement . . .

M. Ellis: D'accord. Je vais donc aller jusqu'à l'amendement de M. Benjamin . . .

[Texte]

The Chairman: —which is line 15 on page 1.

Mr. Ellis: All right.

The Chairman: Mr. Forrestall.

Mr. Forrestall: I raise the question I asked earlier with respect to the use of the word "occurrence" and the definition of occurrence to include an incident or an accident. I would ask the witnesses if they can give us a very brief explanation or comment on whether or not in fact this might not cause some confusion with respect to comparison of international statistics, inasmuch as most of ICAO countries use a standard that is not encompassed by at least subclause (b) of this definition. Will it cause any confusion?

Mr. Wilkins: May I ask Mr. Carr to speak to that please, Mr. Chairman?

The Chairman: Yes. Proceed, please, Mr. Carr.

Mr. Brian Carr (Chairman of Legislative Working Group, Transport Canada): Mr. Chairman, in response to the question, we do not believe there will be confusion caused. The point of the definition is to provide the full width of the jurisdiction of the board rather than to define those individual components of its jurisdiction; that is, what is an accident, what is an incident, what is a hazardous situation, the sort of thing that is defined by subclause (b)—not in those terms, but that intent of that definition.

The board will have the option under its regulation-making powers—I think it is Clause 30—to define classes of aviation occurrence. The reason for leaving it open is so that the board could make adjustments to its definitions to follow international precedent, as international definitions may change in detail. Rather than having to get an amendment to an act that may define accident or incident in some specific way, as Mr. Forrestall points out the important thing is to stay in conjunction with international practice in the way statistics are reported.

So it is left open as to the specifics of what is an accident and what is an incident. We are still trying to make it clear that the board has jurisdiction, regardless of where those internal boundaries are on the continuum between accident at one end, through incident, and into a hazardous situation at the other end.

Mr. Forrestall: I gather, then, Mr. Chairman, what we are being told is that while the act reads one way, the practice in fact will follow another process. If I understand correctly, that process, in fact, will be in conjunction with, or in harmony with, the ICAO definitions which are used pretty widely throughout the world. That is quite acceptable to me.

[Traduction]

Le président: ... ce qui se trouve à la ligne 15 de la page 1, ligne qui correspond à la ligne 25 de la version française, à la page 1.

M. Ellis: Très bien.

Le président: Monsieur Forrestall, vous avez la parole.

M. Forrestall: Je soulève à nouveau cette question que j'ai soulevée plus tôt en rapport avec le mot «fait aéronautique» et avec la définition qui inclut un accident ou un incident. J'aimerais que le témoin m'explique brièvement si, en fait, cette définition ne causerait pas de la confusion lorsqu'on fait appel à des statistiques internationales, car la plupart des pays qui font partie de l'Organisation de l'aviation civile internationale se servent d'une norme qui n'est pas prévue par l'alinéa b) de notre définition. Est-ce qu'il n'y aurait pas là matière à confusion?

M. Wilkins: Je vais demander à M. Carr de nous apporter ses commentaires.

Le président: Certainement. Vous avez la parole, monsieur Carr.

M. Brian Carr (président du groupe de travail législatif, Transports Canada): Monsieur le président, en réponse à cette question, nous pensons qu'il n'y aura pas de confusion. La définition a pour objectif d'indiquer toute l'ampleur de la juridiction du bureau plutôt que de définir les éléments particuliers de cette compétence, c'est-à-dire ce qu'est un accident, un incident, une situation dangereuse, soit ce qui est défini par l'alinéa b) ... non pas en ces termes, mais c'est là l'objectif de cette définition.

Le bureau aura la possibilité, en vertu de ses pouvoirs de réglementation, qui se trouvent, je crois, à l'article 30, de définir les catégories de faits aéronautiques. La raison pour laquelle on a laissé la question ouverte, c'est qu'ainsi, on permet au bureau d'apporter les rajustements nécessaires à ces définitions pour pouvoir se conformer aux précédents internationaux, aux définitions internationales qui peuvent différer quant aux détails. Nous préférons procéder ainsi plutôt que d'être obligés d'apporter un amendement à la loi pour définir l'accident ou l'incident de façon précise. Comme M. Forrestall le fait remarquer, ce qui est important, c'est de rester en harmonie avec les pratiques internationales, dans l'optique de la façon dont on fait rapport des statistiques.

On n'a donc pas précisé ce qu'était un accident et ce qu'était un incident. Nous cherchons toujours à bien faire comprendre que c'est le bureau qui a compétence, quelles que soient les limites internes qu'on établisse entre la définition de l'accident et celle de l'incident, et celle de la situation dangereuse.

M. Forrestall: Je crois qu'on nous dit ici que la loi se lit d'une certaine façon, mais qu'en pratique, on procèdera d'une autre façon. Si je comprends bien, ce processus sera en harmonie avec les définitions de l'OACI, qui sont largement utilisées dans le monde, et je suis d'accord avec cette façon de procéder.

[Text]

The Chairman: Thank you. Mr. Benjamin, would you like to propose your amendment now, please?

Mr. Benjamin: Yes, Mr. Chairman. In light of the submissions made both before the Dubin inquiry and before this committee—I think it was on June 28.

The Chairman: June 29.

Mr. Benjamin: June 29. I apologize to the committee for not being as informed as I should be. Mr. Skelly was handling this particular bill on the Transport Committee, but he is unavoidably absent.

The Chairman: Sorry. You were right, Mr. Benjamin; it was June 28.

Mr. Benjamin: Yes. I think I was on the way to Regina for our national convention.

However, I want to move this amendment and a subsequent one which would be in line with the submissions presented to the Dubin inquiry and to the committee by the Canadian Air Traffic Control Association.

I move that Bill C-163, An Act to establish the Canadian Aviation Safety Board, be amended in Clause 2.(1)(a) in line 15, at page 1, by deleting the words “or incident”, and in line 16 by deleting the word “and”, and replacing the comma after the word “aircraft” with a period.

Mr. Chairman, that would then mean that the definition of “aviation occurrence” would be:

any accident associated with the operation of aircraft

It would delete the words “or incident”.

The Chairman: What are you going to do with subclause (b)?

Mr. Benjamin: That is my subsequent amendment, sir, which would delete lines 17 to 20.

The Chairman: Okay.

Mr. Benjamin: You cannot have two motions in front of you at once, but I will discuss the purport of both of them at the same time, sir.

It was the air traffic controllers' position that the Canadian Aviation Safety Board's mandate should be limited to the investigation of aviation accidents. That was in the submission they made to the Dubin inquiry and to this committee.

Their position is that in a revamped incident/accident investigation system, the incident investigations should remain the responsibility of the Department of Transport, as should other accident-prevention functions which remain under the Ministry of Transport. Occurrence could be a matter of plane separation or any one of a host of other kinds of incidents, and there is a function of the department to examine those and to take the appropriate steps so that they do not occur again, and to reduce, if not eliminate, the possibility of an accident.

[Translation]

Le président: Merci. Monsieur Benjamin, êtes-vous prêt à proposer votre amendement?

M. Benjamin: Oui, monsieur le président. À la lumière des exposés qui ont été présentés tant à la commission d'enquête Dubin qu'au comité... je crois que c'était le 28 juin.

Le président: Le 29 juin.

M. Benjamin: Le 29 juin. Je m'excuse auprès du comité de n'être pas renseigné comme je devrais l'être, car c'était M. Skelly qui s'occupait de ce projet de loi auprès du Comité des transports, mais il est absent pour des raisons indépendantes de sa volonté.

Le président: Je m'excuse, vous aviez raison, monsieur Benjamin, il s'agissait bien du 28 juin.

M. Benjamin: Oui. Je crois que je me rendais alors à Regina pour notre congrès national.

Toutefois, je veux proposer cet amendement et un autre subséquent qui serait en harmonie avec les exposés qui ont été présentés à la commission Dubin et au comité par l'Association canadienne du contrôle du trafic aérien.

Je propose qu'on modifie le projet de loi C-163, Loi constituant le Bureau canadien de la sécurité aérienne, à l'article 2.(1)a), à la ligne 25 de la page 1, en rayant les mots «ou incident», et à la ligne 26, en remplaçant le point-virgule après le mot «aéronef» par un point.

Monsieur le président, ceci voudrait alors dire que: «fait aéronautique» signifie:

Tout accident lié à l'utilisation d'un aéronef.

On supprimerait les mots: «ou incident».

Le président: Que faites-vous alors de l'alinéa b)?

M. Benjamin: Cet alinéa fait l'objet de mon amendement subséquent, qui rayerait les lignes un à quatre, à la page deux.

Le président: D'accord.

M. Benjamin: Vous ne pouvez pas présenter deux motions en même temps, mais je vais discuter de la teneur de ces deux amendements en même temps.

Les contrôleurs du trafic aérien nous ont indiqué qu'ils voudraient que le Bureau canadien de la sécurité aérienne ne s'occupe que des enquêtes portant sur les accidents d'aviation. C'était là la teneur de l'exposé qu'ils nous ont présenté et qu'ils ont présenté à la commission Dubin.

Leur position, c'est que dans le cadre d'un système réorganisé d'enquête sur les accidents, les enquêtes, dans le cas d'un incident, devraient continuer à relever du ministère des Transports, comme c'est le cas pour les autres fonctions de prévention des accidents, qui restent du domaine du ministère des Transports. Le «fait aéronautique» pourrait désigner, par exemple l'espacement qu'il faut respecter entre les avions ou toutes sortes d'autres incidents, et le ministère a la responsabilité d'en faire l'examen et de prendre les mesures appropriées pour que ces circonstances ne se reproduisent plus et pour réduire, sinon éliminer, toute possibilité d'accident.

[Texte]

The air traffic controllers felt that if the government would not accept this amendment, then the safety board should have the authority for investigating accidents, incidents, and any situations or conditions which could induce an aircraft accident or incident. Then the authority for investigating occurrences other than accidents should be delegated to the Department of Transport under the fact-finding board process. They would prefer that the whole matter of an occurrence that is an incident remain under the investigation of the department, but that the occurrence of an accident be under the jurisdiction of the Aviation Safety Board.

• 1640

I, like others, do not pretend to be an expert on this. I am putting forward this amendment, and this subsequent one that would delete lines 17 to 20, as a result of the representations made by the air traffic controllers. I would appreciate comments and views from the officials or my colleagues as to the soundness of this. I feel that the amendment seems reasonable to me, but we are running the risk here of a duplication of effort. The Department of Transport will be investigating incidents, the Aviation Safety Board will be investigating the same incident, and it was the air traffic controllers' view that the matter of occurrences other than accidents should remain with the Department of Transport and that the accident provisions be assigned to the Aviation Safety Board.

I will leave that with you, Mr. Chairman, for the consideration of the committee and the officials.

The Chairman: Mr. Ellis.

Mr. Ellis: Mr. Chairman, I will be anxious to hear what the officials from the department have to say but off the top of my head—and I admit to not reading the particular presentation to Dubin by the air traffic controllers—it would seem to me that they above anyone else would be aware of the misses and near misses which most frequently happen in the general surrounding area of an aerodrome. It would seem to me that those misses and near misses are equally as important as an accident. One of the functions of the CASB is, by their reports and by their actions, to prevent accidents in the future. Surely if you have someone who consistently cuts his turns tight on landing, who consistently cuts corners... particularly in a controlled airspace—that investigation of that might lead to the prevention of an accident. For the life of me I cannot understand why the ATC would want to remove that from an independent board and put it back in the hands of the ministry.

The whole purpose of this bill is to put in the hands of an independent board, which I think all of us have agreed on for a

[Traduction]

Les contrôleurs du trafic aérien pensent que si le gouvernement n'acceptait pas cet amendement, alors, le Bureau canadien de la sécurité aérienne devrait avoir le pouvoir de faire enquête en cas d'accidents, d'incidents et de situations ou de conditions qui pourraient mener à un accident ou à un incident d'aviation. Alors, le pouvoir de faire enquête dans le cas de faits autres que des accidents devrait être délégué au ministère des Transports, dans le cadre du processus de recherche sur les faits dévolu au bureau. Les contrôleurs du trafic aérien préféreraient que toute la question du 'fait aéronautique' lorsqu'il s'agit d'un incident, reste du domaine d'enquête du ministère alors que lorsque le fait est constitué par un accident d'aviation, il soit sujet à enquête dans le cadre de la compétence du Bureau canadien de la sécurité aérienne.

Comme d'autres, je ne prétends pas être un expert dans ces questions. Je présente cet amendement et l'amendement subséquent qui aboutirait à rayer les lignes 1 à 4 de la page 2 pour me rendre au désir des contrôleurs du trafic aérien. J'aimerais avoir l'opinion des fonctionnaires ou de mes collègues pour savoir s'il s'agit d'une bonne façon de procéder. L'amendement me paraît raisonnable mais il me semble qu'il pourrait y avoir dans ce cas double emploi, double effort. En effet, le ministère des Transports fait enquête sur les incidents et le Bureau canadien de la sécurité aérienne ferait aussi enquête sur les mêmes incidents et, par conséquent, les contrôleurs du trafic aérien préconisent que pour les faits qui ne sont pas des accidents ce devrait être le travail du ministère des Transports d'enquêter et que pour les faits qui constituent des accidents d'aviation, ce devrait être de la compétence du Bureau canadien de la sécurité aérienne pour faire l'enquête.

Je laisse donc l'affaire entre vos mains, monsieur le président, afin que le Comité et les fonctionnaires l'examine.

Le président: Monsieur Ellis.

M. Ellis: Monsieur le président, j'aimerais bien savoir ce qu'en pensent les représentants du ministère mais, d'emblée, et j'admets n'avoir pas lu cet exposé qui a été fourni par les contrôleurs du trafic aérien à l'enquête du bill, il me semble que ceux qui sont vraiment au courant de ce qui se passe le plus fréquemment autour d'un aéroport, c'est-à-dire des circonstances où on a frôlé ou presque l'accident, sont ceux qui sont le plus en mesure de savoir ce qui se passe. Il me semble que ces circonstances où on a frôlé l'accident ou l'accident aurait pu avoir lieu constituent quelque chose d'aussi important qu'un accident qui se serait produit. L'une des fonctions du BCAS est justement, grâce à ses rapports et aux mesures qu'il prend, de prévenir qu'à l'avenir se produisent des accidents. Il n'y a pas de doute que si un pilote s'obstine à rogner ses circuits d'atterrissage ou à couper les angles, particulièrement dans un espace aérien contrôlé, en enquêtant à ce sujet on pourrait prévenir un accident. Je ne puis aucunement comprendre pourquoi l'ATC veut retirer cette fonction à un bureau indépendant pour le remettre entre les mains du ministère.

Tout l'objectif de ce projet de loi est de remettre entre les mains d'un bureau indépendant, sur la création duquel nous

[Text]

long time, the right to investigate, and take it out of the hands of the ministry. Surely if we are going to do anything this is one of the things we have to leave in.

As I say, I would be interested in hearing from the departmental people on that.

The Chairman: Mr. Flis, then we will hear from the departmental people.

Mr. Flis: That was exactly my point, Mr. Chairman, so I would be interested in hearing what they have to say.

The Chairman: Mr. Wilkins.

Mr. Wilkins: Mr. Chairman, perhaps three principal points. First of all, in trying to maintain a faithfulness to Mr. Dubin's recommendations, we were conscious of the fact that the conception of the board that he articulated was not just to investigate accidents but to enhance aviation safety.

To that effect, secondly, he wanted to ensure, I believe, that the investigation of anything that would pass as an accident or cause an accident was within the purview of the board, that it was not a divided responsibility. He thought otherwise, I think, that there would be a conflict.

• 1645

Thirdly, he pointed out that if the board were restricted to investigating only accidents, if I recall the statistics he used, from whatever year it was—but perhaps it does not matter—it would have restricted the board to investigating only about one-seventh, or something like that. I am sorry; investigating only fatalities, it would restrict the board to investigating only one-seventh of the accidents that occur.

He wanted an all-inclusive mandate for the board, in other words; he felt that if incidents were excluded, you would by definition be precluding the board from looking into those things that might enhance safety and prevent accidents in future.

Our sense of Mr. Dubin's recommendations was that he was categorical on this. If you read his report, the recommendations on page 253 with respect to the jurisdiction of the board, it says:

The CASB should have the jurisdiction to investigate all civil aircraft accidents.

Recommendation 3:

It should have the jurisdiction to investigate all civil aircraft incidents.

And recommendation 4:

[Translation]

sommes tous je crois depuis longtemps d'accord, le droit de faire enquête dans ces cas et de retirer ce droit des mains du ministère. Il n'y a pas de doute que c'est un droit que nous devons laisser au bureau.

Comme je l'ai dit, j'aimerais bien savoir ce qu'en pensent les représentants du ministère.

Le président: Monsieur Flis, vous avez la parole puis nous entendrons le représentant du ministère.

M. Flis: C'est exactement ce que je prétendais, monsieur le président, aussi j'aimerais entendre ce que disent les représentants du ministère.

Le président: Monsieur Wilkins.

M. Wilkins: Monsieur le président, il y a dans ce cas peut-être trois points principaux à examiner. Tout d'abord, si nous voulons tenir compte en toute bonne foi des recommandations de M. Dubin, nous sommes d'accord pour dire que le bureau tel qu'il le préconisait n'était pas simplement un organisme destiné à enquêter sur les accidents mais aussi un organisme destiné à améliorer la sécurité dans le domaine de l'aviation.

A cet effet, en deuxième lieu, il voulait s'assurer, je crois, que le bureau fait enquête sur tout ce qui serait considéré comme accident ou cause d'accident et je crois que M. Dubin ne voulait pas que cette responsabilité soit divisée. M. Dubin pensait que s'il en allait autrement, il y aurait un conflit de responsabilité.

Il a fait remarquer, en troisième lieu, que si le bureau était restreint dans son rôle et ne s'occupait que d'enquêter au sujet des accidents, je ne me souviens plus exactement quels chiffres il a utilisés ni pour quelle année mais ceci n'a peut-être pas d'importance, le bureau n'aurait eu qu'à enquêter que sur un septième environ des accidents qui s'étaient produits ou quelque chose du genre. Je m'excuse mais je voulais dire qu'il s'agissait d'accidents mortels et dans ce cas le bureau n'aurait à enquêter que sur environ un septième des accidents qui s'étaient produits.

Or M. Dubin voulait que le bureau ait un mandat complet et il pensait que si l'on excluait les incidents, on priverait en fait le bureau du pouvoir d'enquêter sur des événements qui pourraient améliorer la sécurité et nous permettre d'éviter des accidents à l'avenir.

A notre avis, les recommandations de M. Dubin en ce sens sont catégoriques. Si vous examinez son rapport et les recommandations qu'il a fournies à la page 283 au sujet de la compétence du bureau vous verrez qu'il est indiqué:

Le Bureau canadien de la sécurité aérienne devrait avoir le pouvoir d'enquêter sur tous les accidents d'aéronefs civils.

Et à la recommandation 3 dit:

Le Bureau devrait avoir le pouvoir d'enquêter sur tous incidents d'aéronefs civils.

Et à la recommandation 4, dit:

[Texte]

It should have the jurisdiction to investigate all potentially hazardous practices and situations in civil aviation.

So we are trying to reflect the thrust of Dubin's recommendations.

The points Mr. Benjamin made in discussing his amendment clearly were brought forward to the Dubin inquiry as well.

The Chairman: Thank you, Mr. Wilkins.

Now we will hear from Mr. Benjamin, and that will wind up the discussion on this amendment.

Mr. Benjamin: Mr. Chairman, there are two points. The witness mentioned fatalities, that it would be one-seventh of the accidents. An accident would cover all accidents, whether or not there was a fatality.

Mr. Wilkins: I agree.

Mr. Benjamin: So I do not know why you brought in the matter of limiting it to fatalities; that has nothing to do with the amendment. It would be to investigate all accidents, whether or not there were fatalities, injuries, or whatever.

Secondly—and you can educate me here... does the proposed legislation then remove from the Department of Transport their investigative authorities regarding accidents, incidents, occurrences? Are we going to have a situation where the Department of Transport and the Canadian Aviation Safety Board are both going to be doing the same thing in the matter of incidents? I know the proposed legislation establishes a safety board regarding accidents, but it also establishes it regarding incidents. Does that mean both the board and the Department of Transport would be messing around at the same time, in the same incident, or does the proposed legislation transfer the responsibility of the Department of Transport for investigating of incidents to the Aviation Safety Board? Or are we just duplicating what is already in place? Or are we saying what is in place in the Department of Transport is not any good?

The Chairman: Mr. Wilkins.

Mr. Wilkins: The investigations that might continue to be conducted by the department would only be with reference to violation of regulations. The investigations to determine the cause of accidents or incidents would be the responsibility of the CASB.

Mr. Benjamin: Well, if regulation is violated regarding an aircraft separation, the Department of Transport is by law required to investigate. Right?

Mr. Wilkins: Yes.

Mr. Benjamin: Under this proposed legislation, so is the Canadian Aviation Safety Board.

Mr. Wilkins: Not necessarily. I do not think a loss or separation would in all cases be regarded as an incident, necessarily. If it were a constant thing, or if it led perhaps to a

[Traduction]

Le Bureau devrait avoir le pouvoir de faire enquête sur toutes les pratiques et situations potentiellement dangereuses au sein de l'aviation civile.

Nous voulons donc ici essayer de tenir compte de l'essentiel des recommandations de M. Dubin.

Il n'y a pas de doute qu'au cours de l'enquête Dubin on a présenté les mêmes arguments que M. Benjamin a présentés en discutant de son amendement.

Le président: Merci monsieur Wilkins.

Nous allons maintenant entendre M. Benjamin et ceci nous permettra de terminer la discussion de cet amendement.

M. Benjamin: Monsieur le président, je voulais présenter deux points. Le témoin nous a mentionné les cas d'accidents mortels qui constitueraient un septième de tous les accidents. Le mot «accident» signifierait tous les accidents, qu'il s'agisse d'accidents mortels ou non.

M. Wilkins: D'accord.

M. Benjamin: Je ne vois donc pas pourquoi vous avez voulu limiter la question aux accidents mortels car ceci n'a rien à voir avec l'amendement. Le Bureau ferait enquête dans le cas de tous les accidents, qu'il s'agisse d'accidents mortels, de blessures, etc. . .

En deuxième lieu, et vous pourriez me renseigner à ce sujet, est-ce que ce projet de loi retire au ministère des Transports le pouvoir d'enquêter dans le cas des accidents et incidents aéronautiques etc.? Est-ce que nous trouvons dans le cas où dans le cas des incidents, le ministère des Transports et le Bureau canadien de la sécurité aérienne vont faire le même travail? Je sais que ce projet de loi crée un Bureau canadien de la sécurité lequel doit s'occuper des accidents mais il est censé aussi s'occuper des incidents. Est-ce que cela veut dire que le Bureau et le ministère des Transports vont s'affairer aux mêmes enquêtes, dans le cas d'un même incident ou est-ce que dans le cadre de ce projet de loi nous transférons la responsabilité d'enquêter sur les incidents du ministère des Transports au Bureau canadien de la sécurité aérienne? Ou est-ce que l'on ne double pas simplement ce qui se trouve déjà établi? Est-ce que nous voulons laisser entendre que ce qui est prévu à l'heure actuelle au ministère des Transports ne vaut rien?

Le président: Monsieur Wilkins.

M. Wilkins: Le ministère des Transports ne s'occuperait plus que d'enquêter au sujet des violations de règlement. Le B.C.S.A. s'occuperait d'enquêter pour établir la cause des accidents ou des incidents.

M. Benjamin: Donc s'il y avait violation d'un règlement au sujet de l'espace aérien alloué entre les avions, le ministère des Transports se trouverait-il obligé par la loi d'enquêter?

M. Wilkins: Oui.

M. Benjamin: Mais, en vertu de ce projet de loi, le Bureau canadien de la sécurité aérienne ferait aussi enquête?

M. Wilkins: Pas nécessairement. Je ne crois pas qu'une faute d'espacement serait considérée dans tous les cas comme un incident. S'il s'agissait d'une circonstance que se reproduit

[Text]

near-miss situation or something like that, it would be a different matter.

Mr. Benjamin: It is an occurrence; it is an incident. So it means both would look into it. What you are saying, then, is...

Mr. Wilkins: Both might. The board has discretion as to whether or not it investigates these things.

Mr. Benjamin: I see.

Mr. Wilkins: It would have the jurisdiction, but it would have the discretion to choose whether or not it investigated.

The Chairman: Would that not depend upon the regulations that the board itself drew up under Clause 30?

Mr. Wilkins: The board would have the power to make regulations to differentiate, yes.

The Chairman: Yes, right.

Mr. Benjamin: Well, what is bothering me, Mr. Chairman, is that we have a situation again where the regulator is being regulated, who is regulating the regulator. We have an additional insertion here of another agency investigating—they do not have to, but they investigate—an occurrence, an incident, while the Department of Transport is doing the same investigation on the same incident or occurrence whether it is aircraft separation or violation of flight rules or whatever.

• 1650

The Chairman: Well, Merv, again we are becoming repetitive. Let us see what the committee says. Mr. Forrestall.

Mr. Forrestall: Just a very brief question. As I recall, an in-flight incident is reported by the pilot, and is reportable by the pilot with some degree of confidentiality—some tongue in cheek with respect to that—to ATC immediately upon his arrival, and at the first convenient and reasonable opportunity to report the incident. That has not changed, and you do not really contemplate changing that in the regulation, otherwise physically the size of the board would become enormous, and it would take on other functions.

The Chairman: Mr. Wilkins.

Mr. Wilkins: Excuse me. If I might comment, Mr. Chairman, that sort of thing would be captured by the incident-reporting system, which it is proposed to have established under the jurisdiction of the CASB, part of which would be mandatory—certain procedures that are required of carriers; for example, if there is a tire blow-out or a fire on the aircraft or whatever—and other instances would be voluntary according to the pilot's or other individual's discretion and perception of whether it constituted something hazardous that should be reported or not; voluntary, and privileged or confidential in terms of identification of the individuals.

Mr. Forrestall: Then any investigation of the volume or repetition of a peculiar incident that might cause the board in its wisdom to deem an enquiry advisable will come about as a result of processes already in place. It is a matter of where that volume of information finally winds up.

[Translation]

sait continuellement ou s'il s'agissait d'un quasi-abordage ou quelque chose du genre alors ce serait différent.

M. Benjamin: Il s'agit d'un fait aéronautique; il s'agit d'un incident. Ceci veut dire que le ministère et le Bureau examineraient tous les deux la question. Ce que vous dites alors c'est que...

M. Wilkins: Les deux s'en occuperaient... Le Bureau a le choix de faire enquête ou non dans ces cas.

M. Benjamin: D'accord.

M. Wilkins: Le Bureau aurait compétence, mais il pourrait choisir d'enquêter ou de ne pas enquêter.

Le président: Est-ce que ce choix ne dépendrait pas du règlement qu'il établirait lui-même en vertu de l'article 30?

M. Wilkins: Le Bureau aurait le pouvoir d'établir des règlements pour différencier les situations.

Le président: Oui.

M. Benjamin: Ce qui me tracasse, monsieur le président, c'est que nous retombons ainsi dans ce cas où l'on réglemente celui qui fait les règlements. Nous ajoutons ici un autre organisme qui fait enquête—bien qu'il n'ait pas à le faire—sur une situation, alors que le Ministère des transports effectue la même enquête à propos de la même situation, qu'il s'agisse d'un accident d'aéronef ou d'une infraction aux règles de la navigation, par exemple.

Le président: Merv, voilà que nous nous répétons à nouveau. Voyons ce que dit le Comité. Monsieur Forrestall.

M. Forrestall: Une très brève question. Si mes souvenirs sont exacts, dès qu'il est raisonnablement en mesure de le faire, le pilote signale un incident de vol à l'A.T.C. et ce de façon assez confidentielle. La procédure n'a pas changé, et vous n'envisagez pas vraiment de la modifier, autrement le bureau aurait un personnel considérable et d'autres fonctions lui incomberaient.

Le président: Monsieur Wilkins.

M. Wilkins: Je vous prie de m'excuser. Je voudrais dire, monsieur le président, que cette situation serait prévue dans le système de report des incidents, dont la création est proposée; il relèverait du B.C.S.A. et certaines procédures exigées des transporteurs deviendraient en partie obligatoires; par exemple s'il y a éclatement de pneus ou un incendie à bord de l'appareil... dans d'autres cas il sera laissé à la discrétion du pilote ou d'autres personnes de décider si l'incident présentait des dangers, et s'il y a lieu de le signaler ou non. Le pilote évalue donc lui-même quels renseignements il doit donner à titre confidentiel.

M. Forrestall: Dans ce cas les renseignements quant au nombre ou à la répétition de tel ou tel incident amenant le bureau à décider d'une enquête découlerait d'un processus déjà en place. Ce qui compte c'est la destination finale de tous ces renseignements.

[Texte]

Mr. Wilkins: That is right. If there were constant voluntary reports of some practice at an airport—a given airport or something like that—sufficient to hoist a red flag to the board, they might choose to investigate or they might, alternatively, ask the air administration to investigate and report to them depending on their own disposition.

The Chairman: Mr. Benjamin.

Mr. Benjamin: All we have now then is the use of regulations to determine the division of responsibility between the Canadian Aviation Safety Board and the Department of Transportation. And they could do it by regulation. Should it not be defined in the legislation about the division of responsibility? I submit, Mr. Chairman, that I posed the question: Should not the legislation define the responsibilities for each, and then by regulation how they shall carry out those responsibilities, and not define the division of the responsibilities? Surely the authority should be in the legislation. We have a duplication of effort here, as I see it. You have two different outfits investigating the same incidents and occurrences. Then the regulations can say one can and one cannot, or they both can.

Mr. Wilkins: Two points, Mr. Chairman. First of all, I think it is exactly what the legislation tries to do. It establishes the jurisdiction of the board, and that is quite all-encompassing. If the board then chooses for whatever reasons to sub-delegate, it does that by regulation, but the board has the jurisdiction in the final analysis. Secondly, Clause 12.(3) I think has some relevance to this question as well when we get to it.

Amendment negatived.

Mr. Benjamin: Well, Mr. Chairman, there is no point in my moving my second motion then.

The Chairman: So you are withdrawing that notice?

Mr. Benjamin: Yes. Might as well.

The Chairman: Okay.

• 1655

Mr. Benjamin: I am going to move, Mr. Chairman, that Bill C-163 be amended by deleting Clause 2.(1)(b), lines 17 to 20, on page 1, because it says:

any situation or condition the Board has reasonable grounds to believe . . . if left unattended

The Chairman: It should be 17 to 21, Mr. Benjamin.

Mr. Benjamin: Right, okay. Again, the Department of Transport already has authority under the law to investigate any situation or condition that, if left unattended, would induce an accident or incident described in paragraph (a). Let us delete this other duplication of "any situation or condition."

The Chairman: All right. It is moved that Bill C-163, An act to establish the Canadian Aviation Safety Board, be amended by deleting Clause 2.(1) (b), lines 17 to 21 on page 1.

[Traduction]

M. Wilkins: En effet. Si l'usage du report des incidents se faisait couramment et volontairement dans un aéroport, le bureau serait averti des dangers et il pourrait choisir soit de faire sa propre enquête ou alors de la confier à l'administration de l'air qui lui soumettra un rapport.

Le président: Monsieur Benjamin.

M. Benjamin: Tout ce que nous avons maintenant c'est l'utilisation des règlements pour déterminer la répartition des responsabilités entre le bureau canadien de la sécurité aérienne et le ministère des transports. Cela pourrait se faire à coup de règlements. Ne faudrait-il pas définir la responsabilité de chacun dans la loi? Il me semble avoir posé cette question, monsieur le président: la loi ne devrait-elle pas définir les responsabilités de chacun pour que par la suite des règlements en définissent les modalités d'application ainsi que leur répartition? La loi devrait mentionner ces pouvoirs. D'après mon interprétation nous avons là un cumul de tâche. En effet deux services différents font enquête à propos des mêmes incidents. Les règlements devraient pouvoir fixer les responsabilités, de chacun ou des deux.

M. Wilkins: Deux éléments, monsieur le président. Tout d'abord il me semble que c'est exactement ce que cette mesure législative se propose de faire. Elle établit la compétence du bureau qui est très vaste. S'il décide pour quelque raison que ce soit de sous-déléguer certains pouvoirs, il peut le faire au moyen des règlements, mais en dernière analyse c'est lui qui a toute compétence. Par ailleurs, le paragraphe 12(3) est lié aussi à cette question, et nous y reviendrons.

L'amendement est rejeté.

M. Benjamin: Monsieur le président, il est donc inutile que je propose ma seconde motion.

Le président: Vous retirez donc cet avis?

M. Benjamin: Oui, pourquoi pas.

Le président: Très bien.

M. Benjamin: Monsieur le président, je propose que le Bill C-163 soit modifié par la suppression de l'alinéa 2.(1) (b) aux lignes 1 à 3, à la page 2 où il est dit:

toute situation dont le Bureau est fondé à croire . . . , à défaut de mesures correctives

Le président: Il s'agirait des lignes 17 à 21 de la version anglaise, à la page 1, monsieur Benjamin.

M. Benjamin: Très bien. Encore une fois, en vertu de la loi, le ministère des Transports est déjà habilité à faire enquête sur toute situation qui, à défaut de mesures correctives pourrait provoquer un accident ou un incident au sens de l'alinéa (a). Supprimons le double emploi de la version anglaise «any situation or condition».

Le président: Très bien. Il est proposé que le Bill C-163, Loi constituant le Bureau canadien de la sécurité aérienne soit modifiée par la suppression de l'alinéa 2.(1) (b), aux lignes 17

[Text]

Amendment negatived.

The Chairman: Shall the definition of aviation occurrence carry?

Some hon. Members: Agreed.

The Chairman: The definition of "Board".

Mr. Ellis: Once again, may I ask that we dispense down to line 15 on page 2?

The Chairman: Is that agreed? All definitions are agreed to down to the definition of "Minister"?

Some hon. Members: Agreed.

The Chairman: I now call the definition of Minister. I have a notice of an amendment from Mr. Forrestall, I believe.

Mr. Forrestall: Mr. Chairman, rather than leave it vague and hanging in the air, I move that Bill C-163 be amended in Clause 2.(1) on page 2 by striking out all the words after "means" at line 15 with respect to "minister" and substituting the words:

the Minister of Justice

The Chairman: I assume, Mr. Forrestall, that the intention of your amendment is to make it specific, rather than general.

Mr. Forrestall: That is right.

The Chairman: So that it will not be the Minister of State for Fitness and Amateur Sport.

An hon. Member: Right on.

Mr. Ellis: That is exactly the guy we do not want to have there.

The Chairman: It is a gal.

Mr. Ellis: A gal—okay.

The Chairman: Okay. Does the witness wish to comment?

Mr. Wilkins: Briefly, Mr. Chairman, just to say that it is the present practice in drafting legislation to avoid naming a specific responsible minister in bills.

An hon. Member: Why?

Mr. Wilkins: Because that is considered essentially to be a responsibility of government organization and of the Prime Minister, within the prerogative of the Prime Minister. So it is not the custom to include a specific recommendation about the responsible minister in bills.

The Chairman: Ready for the question? Mr. Forrestall.

Mr. Forrestall: It may be an internal practice, but I am not certain, from my own experience, Mr. Chairman, whether or not that has been the practice with respect to legislation at all. I am not certain of that. I stand to be corrected.

[Translation]

à 21, à la page 1 de la version anglaise, soit 1 à 3, de la version française.

L'amendement est rejeté.

Le président: La définition de fait aéronotique est-elle adoptée?

Des voix: Oui.

Le président: La définition de «Bureau».

M. Ellis: Encore une fois, pourrions-nous nous dispenser de revenir sur les lignes 1 à 15 de la version anglaise à la page 2, c'est-à-dire sur les définitions de coroner, ministère, enquêteur et membre?

Le président: D'accord? Jusqu'à la définition de «ministre» toutes les autres sont-elles acceptées?

Des voix: Oui.

Le président: J'en arrive maintenant à la définition de «ministre». M. Forrestall voudrait je crois proposer un amendement.

M. Forrestall: Monsieur le président, plutôt que de laisser cela dans le vague, je propose que le Bill C-163 soit modifié au paragraphe 2.(1), page 2, ligne 11, par la suppression de la définition de «ministre» qui sera remplacée par ce qui suit:

le ministre de la Justice

Le président: Je suppose, monsieur Forrestall, que l'intention que vous vous proposez dans votre amendement est de donner des précisions et donc d'éviter les généralités.

M. Forrestall: En effet.

Le président: Afin qu'il ne s'agisse pas du Ministre d'état à la condition physique et aux sports amateurs.

Une voix: En effet!

M. Ellis: C'est exactement celui que nous ne voulons pas avoir ici.

Le président: C'est une dame.

M. Ellis: Une dame . . . très bien.

Le président: Très bien. Le témoin a-t-il des remarques?

M. Wilkins: Elles seront brèves, monsieur le président, je voudrais simplement dire que l'usage actuel dans la rédaction des lois est d'éviter de nommer le ministre spécifiquement responsable dans les projets de loi.

Une voix: Pourquoi?

M. Wilkins: Parce que l'on considère essentiellement que c'est une responsabilité de l'organisation du gouvernement, et du Premier ministre, dans le cadre des prérogatives de ce dernier. L'usage n'est donc pas d'inclure dans les projets de loi une recommandation spécifique quant au ministre responsable.

Le président: Êtes-vous prêts à voter? Monsieur Forrestall.

M. Forrestall: C'est peut-être un usage dans l'administration, mais d'après mon expérience personnelle, monsieur le président, je ne pense pas qu'il se soit appliqué à propos des lois. Je n'en suis pas certain mais je me trompe peut-être.

[Texte]

The purpose of the amendment was not to leave any doubt about the impartiality of the reports, or the impartiality of the board with respect to reporting. The purpose of this exercise, Mr. Chairman and ladies and gentlemen and my colleagues, is to remove any vestige of conflict of interest. This bill goes much further than doing that, it does some very useful and worthwhile work, but I would not want to leave any doubt whatsoever, in the minds of anyone reviewing this legislation, that in fact we intend, where possible, to remove any possible suggestion of conflict, and we do that by specifically naming someone. I think this is a reasonable amendment and perhaps we can have the question.

• 1700

The Chairman: I will just point out for the benefit of members that the bill this committee laboured over for 1,000 hours this summer, Bill C-155, defined the minister as the Minister of Transport.

Mr. Nowlan: Oh, yes. I must say I was going to comment on that, Mr. Chairman, to Mr. Wilkins. Frankly, I think that may be an internal matter. I think that is when things got pretty sloppy in draftsmanship, when you started to come up with very vague definitions of who the devil is supposed to have responsibility like that.

Now, I understand Justice or Transport, and then later on in the bill, as Mr. Wilkins well knows, on page 12 you specify the Minister of Transport and you name him several times. I am not going to carry on any further; but Mr. Chairman, I am glad you made the comment, because from Mr. Wilkins' point of view, internally, okay, you can have any vague, obtuse definitions you want as long as you understand it. But when you are drawing up a bill . . .

In the old days, you used to specify a heck of a lot more than you do now; not you, but the government does now. I think this is why we have sloppy draftsmanship and sloppy administration, because we do not have anyone who is responsible, because it does shift around from the minister responsible for sport or the Minister of Fisheries and Oceans or the Minister of Justice. Different people play musical chairs, and that is not really what is intended. But, anyway . . .

The Chairman: May I ask Mr. Forrestall a question as to why he specified the Minister of Justice rather than the Minister of Transport? I point out to Mr. Forrestall that any reports then coming from that Aviation Safety Board that were laid before Parliament would be referred to the Committee on Justice and Legal Affairs rather than Transport.

Mr. Nowlan: That is what bothers me with the definition.

[Traduction]

L'objet de cet amendement était de ne laisser aucun doute quant à l'impartialité des rapports, ou à l'impartialité du Bureau à propos des rapports. Il s'agit donc, monsieur le président, mesdames et messieurs, chers collègues, de supprimer tout vestige de conflits d'intérêt. Ce projet de loi va beaucoup plus loin que cela, il satisfait certains points très utiles et très précieux, mais je ne voudrais laisser aucun doute dans l'esprit de ceux qui reverraient cette loi, à l'effet que dans la mesure du possible nous avons l'intention de supprimer toute suggestion possible de conflits, ce que nous faisons en nommant spécifiquement quelqu'un. Cet amendement me paraît raisonnable, et nous pouvons peut-être le mettre aux voix.

Le président: J'aimerais simplement signaler aux membres, pour leur gouverne, que le projet de loi que ce Comité a étudié pendant plus de 1,000 heures cet été, c'est-à-dire le projet de loi C-155, précisait, dans la définition du ministre, qu'il s'agissait bien du ministre des Transports.

M. Nowlan: Oui. J'allais justement porter cela à l'attention de M. Wilkins, monsieur le président. En toute sincérité, il me semble que c'est une question interne plutôt. Je crois que c'est au moment où la rédaction des textes législatifs est devenue beaucoup moins soignée qu'on a commencé à avoir des définitions très vagues quand il s'agissait d'accepter la responsabilité de quelque chose.

Maintenant, je comprends pourquoi on préciserait le ministère de la Justice ou des Transports, et un peu plus loin dans le projet de loi, à la page 12, comme M. Wilkins le sait déjà, on précise qu'il s'agit bien du ministre des Transports; d'ailleurs, on le nomme plusieurs fois. Je n'ai pas l'intention de poursuivre la discussion; mais, monsieur le président, je vous remercie de votre commentaire, étant donné le point de vue de M. Wilkins, à savoir que pour les besoins internes, les définitions peuvent être aussi vagues qu'on veut, à condition qu'on les comprenne. Mais quand on rédige un projet de loi . . .

Par le passé, on était beaucoup plus précis qu'on ne l'est à l'heure actuelle; je ne parle pas de vous-même, mais du gouvernement. D'ailleurs, je pense que ce qui explique cette rédaction peu soignée, et notre administration peu efficace, c'est justement l'absence de personnes qui sont prêtes à accepter une responsabilité; un jour, elle incombe au ministre chargé du Sport amateur, et le lendemain, au ministre des Pêches et Océans ou au ministre de la Justice. C'est un jeu de chaises musicales, mais l'intention originale était tout autre. Mais de toute façon . . .

Le président: Puis-je poser une question à M. Forrestall, pour savoir pourquoi il a précisé le ministre de la Justice plutôt que du ministre des Transports? J'aimerais faire remarquer à M. Forrestall que tout rapport provenant du Bureau de la sécurité aérienne et présenté devant le Parlement, serait ensuite renvoyé au Comité de la justice et des affaires juridiques plutôt qu'à celui des transports.

M. Nowlan: C'est justement ce qui m'inquiète dans cette définition.

[Text]

Mr. Forrestall: Mr. Chairman, I am responding, then, if I might briefly. That is unnoted; I am quite aware of that. I am also quite aware that, at some point later on, I have an amendment which will direct that the report, in fact, be referred to this committee.

I come back only in response to your question, Mr. Chairman, which is a good one, that the intent of this legislation . . . Those who have fought for the establishment of an impartial safety board, not just with air, but we or others in our place will follow, hopefully, in the not-too-distant future with similar legislation in marine and in the surface area. If we are to serve the underlying fundamental principle of impartiality and absolute elimination of any suggestion or the slightest hint of conflict, we do that by naming a credible, totally irresponsible minister who simply processes it through the requirements for the tabling and what not and reference back to this committee.

It is the conflict of the board's reporting to the Minister of Transport that we are attempting to avoid. It is the separation of the regulatory agency from the enforcement agency that we are trying to correct, and to name the Minister of Transport seems to do a disservice to that principle.

Now, whatever embellishments have followed with respect to this bill are quite acceptable, and indeed, a very positive step in the right direction. But we should not perpetuate the slightest possibility of conflict of interest by referring this report to the Minister of Transport or by having the board report directly to the Minister of Transport, because we are back in the same house, the same pew. I can give you chapter and verse of the great difficulty we impose upon men and women in the Public Service of Canada who may live across the hall from one another in their respective offices, doing two entirely different jobs, and who from time to time have to go out and very seriously consider the competency of their neighbours and men and women with whom they have grown up. I do not want that to happen. I do not want any suggestion of that. I do not want any suggestion in a national community that we are just playing games with impartiality, and this is a signal to them that we are not.

The Chairman: Mr. Flis.

Mr. Flis: I would like to ask the witnesses or the drafters of the bill if there is clear precedent set. I was always under the impression the designation of the minister is the prerogative of the Prime Minister. The chairman did stipulate—in Bill C-155 we did stipulate the Minister of Transport. Mind you, there it was very clear that it had to go to that minister. But are there trends in drafting legislation? Is it the one we heard earlier about leaving that prerogative to the Prime Minister, or is there a newer trend where the ministers are actually designated . . . ?

[Translation]

M. Forrestall: Monsieur le président, permettez-moi de répondre brièvement. Je n'ignorais pas ce que vous venez de me faire remarquer. Mais il faut dire que j'ai l'intention de déposer un amendement un peu plus tard en vue de faire renvoyer de tels rapports à ce Comité.

En réponse à votre question, monsieur le président, qui est très bonne, d'ailleurs, j'aimerais dire que l'intention de ce projet de loi . . . Ceux qui ont lutté pour l'établissement d'un bureau de sécurité impartial, pas seulement dans le domaine de l'aviation, et j'espère que nous-mêmes ou d'autres déposeront bientôt des projets de loi semblables s'appliquant au domaine des transports maritimes et de surface. Si nous voulons respecter le principe fondamental qui sous-tend ce projet de loi, c'est-à-dire l'objectivité et l'élimination de toute suggestion ou toute possibilité de conflit, il faut préciser que cela relèvera d'un ministre crédible sans responsabilité quelconque pour le secteur, lequel se contentera de faire ce qu'il faut pour déposer le document et le faire envoyer à notre Comité.

C'est justement le conflit éventuel qu'il y aurait si le bureau devait faire rapport au ministre des Transports que nous voulons éviter. Nous essayons de réaliser la séparation de l'organisme de réglementation et de celui qui applique la loi, et si nous conférons la responsabilité au ministre des Transports, il me semble que nous ne pourrions pas respecter ce principe.

Evidemment, les changements d'ordre technique qui ont été apportés à ce projet de loi sont tout à fait acceptables, et je dirais même que c'est très positif. Mais nous ne pourrions éliminer toute possibilité de conflit d'intérêts si nous précisons que les rapports seront renvoyés au ministre des Transports, ou encore que le bureau doit faire rapport directement au ministre des Transports, à ce moment-là, ils auraient tous les deux la même administration. Je peux vous parler en long et en large de l'énorme difficulté que nous imposons aux hommes et femmes dans la Fonction publique du Canada, qui côtoient tous les jours des gens dont le travail est complètement différent et qui sont appelés de temps en temps à mettre en question la compétence de leurs voisins, des gens avec qui ils sont amis depuis longtemps. Je n'aimerais pas que cela se produise. Il ne faudrait même pas laisser entrevoir la possibilité que cela se produise. Au sein d'une communauté nationale, il ne faut pas faire croire aux gens que nous faisons semblant d'établir un organisme impartial, et en suivant ma suggestion, il serait clair que nous sommes sérieux.

Le président: Monsieur Flis.

M. Flis: J'aimerais demander aux témoins ou aux rédacteurs du projet de loi s'il s'agit là d'un précédent. J'ai toujours eu l'impression que c'est au premier ministre de décider s'il veut ou non nommer un ministre particulier. Comme le président l'a dit, dans le projet de loi C-155, nous avons précisé le nom du ministre des Transports. Mais dans ce cas-là, il n'y a pas de doute qu'aucun autre ministre n'aurait été acceptable. Mais y a-t-il des tendances particulières dans la rédaction de projets de loi? Est-ce que justement c'est à la discrétion du premier ministre, ou y a-t-il une nouvelle tendance qui veut que le ministre soit nommé de façon précise . . . ?

[Texte]

• 1705

Mr. Royer: There was a trend in the last years that most of the time the name of the minister would not be specified. One of the reasons that could be pointed out is that if there is a change sometime because of the personality of a minister, then you have a statute that specifies a minister and you cannot change. That happened for certain . . .

Mr. Forrestall: The Minister of Justice?

The Chairman: Mr. Ellis.

Mr. Ellis: Mr. Chairman, I just want to make a couple of very brief points. One, this committee has in the past broke ground by making recommendations in other areas that are not in complete conformity with what has been done in the past. Secondly, this is an exceptionally important piece of legislation; this is not just a simple amendment to an act, this is the establishment of a board that will last for many many generations and hopefully will enhance aircraft safety in Canada. Because it is so important, it seems to me it is incumbent upon us to specifically state where this has to go.

I cannot think of anyone with whom it would be more in keeping than with the senior law officer of the Government of Canada, who is the Minister of Justice. I know from conversations with some of the organizations that are involved with this piece of legislation that they certainly would be quite pleased with having the Minister of Justice in place.

Amendment negated.

The Chairman: "Release" is defined as follows:

"release", in relation to any information, document, recording or statement, means to communicate, disclose or make available the information, document, recording or statement;

"Visiting force" means . . .

Mr. Ellis: Mr. Chairman, we have all read this act; we have lived with it, we have worked on it. May I once again ask that we suspend to the beginning of Clause 4 on page 3?

The Chairman: In other words, carry everything on page 2?

Mr. Ellis: Everything up to . . . Yes, right; unless Mr. Benjamin has something he wants to amend.

Clause 2 as amended agreed to.

Clause 3 agreed to.

The Chairman: I call Clause 4.

On Clause 4—*Board established*

The Chairman: I have a notice of amendment from Mr. Forrestall, through Mr. Ellis.

Mr. Forrestall: The amendment to Clause 4 has to do with . . . The bill suggests:

[Traduction]

M. Royer: Depuis quelques années, la pratique veut que le nom du ministre ne soit pas précisé. Cela s'explique peut-être du fait que la personnalité d'un ministre peut parfois être un facteur important, et si on nomme un ministre particulier dans le projet de loi, ensuite il n'est plus possible de changer. C'était justement le cas de certains . . .

M. Forrestall: Du ministre de la Justice?

Le président: Monsieur Ellis.

M. Ellis: Monsieur le président, j'aimerais soulever quelques points très brièvement. D'abord, ce Comité a déjà fait oeuvre de pionnier en faisant des recommandations dans d'autres secteurs qui n'étaient pas tout à fait conformes à la tradition. Deuxièmement, il s'agit là d'un projet de loi extrêmement important; ce n'est pas simplement un petit amendement à un projet de loi quelconque. Nous sommes en train d'établir un bureau qui va continuer d'exister pendant plusieurs générations et qui, nous l'espérons, permettra d'améliorer la sécurité aérienne au Canada. Étant donné l'importance de cette question, il me semble qu'il nous incombe de préciser le nom du ministre qui doit s'en charger.

Je ne crois pas qu'aucun autre haut fonctionnaire du gouvernement du Canada serait plus à même d'accomplir cette tâche que le ministre de la Justice. D'après les conversations que j'ai eu avec les porte-parole de certains organismes qui seront touchés par ce projet de loi, ceux-ci seraient très heureux que le ministre de la Justice en ait la responsabilité.

L'amendement est rejeté.

Le président: Voici donc la définition du terme «communiqué»:

«Communiqué» Révéler, divulguer ou mettre à disposition des renseignements, documents, enregistrements ou déclarations.

«Force étrangère» . . .

M. Ellis: Monsieur le président, nous avons tous lu le projet de loi; nous le connaissons et nous avons déjà travaillé là-dessus. Puis-je répéter ma demande que nous passions tout de suite à l'article 4 de la page 3?

Le président: Autrement dit, que nous adoptions tout ce qui se trouve à la page 2?

M. Ellis: Tout jusqu'à . . . Oui, c'est exact; à moins que M. Benjamin ait des amendements à déposer.

L'article 2, tel qu'amendé, est adopté.

L'article 3 est adopté.

Le président: Je mets en délibération l'article 4.

Article 4—*Constitution du bureau.*

Le président: M. Ellis me signale que M. Forrestall voudrait déposer un amendement.

M. Forrestall: L'amendement à l'article 4 concerne . . . Le projet de loi porte ce qui suit:

[Text]

4.(1) There shall be a board to be known as the Canadian Aviation Safety Board consisting of not fewer than three members, at least one of whom shall be a full-time member, to be appointed by the Governor in Council.

Trying to look ahead, Mr. Chairman, it has occurred to some of us that certainly there is no question that the board can be larger than three, and the board can comprise more than one full-time member. Again, we are not being specific. It seems to me that this type of flexibility again serves no particular purpose other than confusion and uncertainty, and takes away a certain degree of accountability, let us say the accountability this committee has to the aviation public and the general public who use aviation services in the country.

• 1710

The second comment I would make with respect to it is, as we go down the road, sooner or later it seems to me we are going to have to bring the three modes of transport together somehow to ensure its impartiality and to come in line with practices pretty widespread throughout the western world; and if we do that in order to sustain some particular expertise and availability of that expertise, perhaps the number should be set at not fewer than five, or set at five and not fewer than five.

Members will be aware of the usefulness of that. If the process, in its wisdom, determines that most of the time the board needs to be served only by one, then so be it. Whether there are three or five does not really interfere with that. On the other hand, should we have the regrettable situation of more than one serious incident, five would at least allow the board to divide its attention between more than one incident or accident, allow some flexibility to the board, and as a consequence, relieve undue delay in getting on with decisions as to precisely how an occurrence under the act, in fact, would be dealt with, whether by the board itself or under the Inquiries Act or whatever. It was to facilitate that almost certainty, regretfully, that we will from time to time have more than one matter of urgency and of consequence before the board.

The Chairman: Mr. Flis.

Mr. Flis: Yes, I would like to ask Mr. Wilkins whether, in the minister's advisory committee on Dubin, this issue was discussed, numbers and size and so on.

Mr. Wilkins: We spent our time principally on the question of competence. There was some discussion of size; and the consensus of that committee was that Mr. Dubin's recommendation, which I think is recommendation 36, was reasonable on the clear assumption that the number of commissioners appointed by the government beyond the minimum of three would relate to the demonstrated workload. I would point out, Mr. Chairman, there is nothing to prevent the appointment of more than three members.

The Chairman: That is right; and therefore, changing the minimum number from three to five would not, in your opinion, change the Royal Recommendation.

[Translation]

4.(1) Est constitué le Bureau canadien de la sécurité aérienne, composé d'au moins trois membres, dont un au moins à temps plein, nommé par le gouverneur en conseil.

Si l'on envisage la situation future, monsieur le président, certains d'entre nous ont certainement compris que le bureau peut être composé de plus de trois membres dont plus d'un peut occuper le poste à plein temps. Encore une fois, le texte n'est pas suffisamment précis. Il me semble que ce type de souplesse ne sert qu'à créer de la confusion et de l'incertitude tout en éliminant une certaine part de la responsabilité, mettons la responsabilité de ce Comité envers les usagers de l'aviation au Canada.

La deuxième remarque que j'aimerais vous faire concerne l'avenir, car il me semble que tôt ou tard, nous serons bien obligés de réunir les trois modes de transport afin de garantir l'objectivité du bureau et de suivre la pratique la plus répandue dans le monde occidental; et si nous procédons à un tel fusionnement pour augmenter les connaissances et avoir les services d'experts, il faudrait peut être que le bureau soit composé d'au moins cinq membres, au minimum de cinq.

Les députés comprendront tout de suite l'utilité d'une telle mesure. Si, avec le temps, on s'aperçoit que le bureau n'a besoin que d'un seul membre à plein temps en général, c'est très bien. Qu'on précise un minimum de trois ou cinq, cela ne change rien. Par contre, si, malheureusement, il y a plus d'un incident grave à étudier en même temps, avec cinq membres, le bureau pourrait au moins se consacrer à l'étude de plus d'un incident ou accident; il aurait une certaine souplesse et, par conséquent, permettrait d'éliminer les retards au niveau des décisions à prendre sur la façon d'enquêter sur un incident en vertu de la loi—c'est-à-dire si le bureau agirait tout seul ou conformément à la Loi sur les enquêtes. C'est justement pour faciliter la tâche du bureau si nous nous retrouvons dans la situation regrettable d'avoir à étudier plus d'une question urgente en même temps.

Le président: Monsieur Flis.

M. Flis: Oui, je voudrais demander à M. Wilkins si le comité consultatif du ministre sur le rapport de Dubin a discuté de cette question, du nombre de membres, etc.

M. Wilkins: Nous avons consacré le plus gros de notre temps à la question de la compétence. Le nombre de membres, toutefois, a fait l'objet d'une discussion; le comité a décidé que la recommandation de M. Dubin, soit au numéro 36, était parfaitement raisonnable, étant donné que la décision du gouvernement de nommer plus de trois membres serait certainement justifiée par la charge de travail du bureau. D'ailleurs, monsieur le président, rien n'empêche la nomination de plus de trois membres.

Le président: C'est exact; donc, si on faisait passer le nombre minimum de trois à cinq, d'après vous, cela ne changerait pas la recommandation royale.

[Texte]

Mr. Wilkins: I do not think it is necessary to make a change. I believe the number appointed will be generally in conformity with the workload to be handled.

The Chairman: You did not answer my question, Mr. Wilkins.

Mr. Wilkins: Put your question again, Mr. Chairman, if you do not mind.

The Chairman: I asked you if changing the minimum number from three to five would, in your opinion, affect the Royal Recommendation. I do not think it would, because the minister could appoint 20 or 50 if he wished to, so there would be no additional cost.

Mr. Forrestall: Just read it, Mr. Chairman.

The Chairman: That is right, why do we not?

Mr. Forrestall:

His Excellency, the Governor General, recommends to the House of Commons the appropriation of public revenue under the circumstances, in the manner and for the purposes set out in the measure, entitled An Act to establish the Canadian Aviation Safety Board and to amend certain Acts in consequence thereof.

The Chairman: I do not see that it would change the Royal Recommendation.

Mr. Nowlan: The amendment is just to try to go from three to five, at a minimum.

Amendment negated.

Mr. Forrestall: I have a temptation to bog this thing down for six months and let you suffer the consequences of it. You will not let us have anything.

The Chairman: All right. Are there any amendments or discussion in subclauses (2), (3), (4), (5) or (6)?

• 1715

Clauses 4 and 5 agreed to.

The Chairman: I call Clause 6.

On Clause 6—*Eligibility*

Mr. Flis: Mr. Chairman, my amendment is really just to polish up the English. As it reads now it is in the negative, and I want to put it in the positive.

So I move that the English version of Clause 6.(1) of Bill C-163 be amended (a) by striking out line 43 on page 3 and substituting the following:

A person is eligible to be

and (b) by striking out line 1 on page 4 and substituting the following:

person is a Canadian citizen ordinarily

Amendment agreed to.

The Chairman: Mr. Benjamin.

[Traduction]

M. Wilkins: Je ne crois pas qu'il soit nécessaire de le faire. Je pense que le nombre minimum déjà précisé sera généralement en conformité avec la charge de travail du bureau.

Le président: Vous n'avez pas répondu à ma question, monsieur Wilkins.

M. Wilkins: Veuillez donc me poser votre question, monsieur le président.

Le président: Je vous ai demandé si le fait de faire passer le nombre minimum de trois à cinq irait à l'encontre de la recommandation royale, d'après vous. Personnellement, je ne crois pas, car le ministre pourrait nommer vingt ou même 50 membres s'il le voulait; alors cela ne changerait rien.

M. Forrestall: Voulez-vous le lire, monsieur le président?

Le président: Oui, c'est une bonne idée.

M. Forrestall:

«Son Excellence le Gouverneur général recommande à la Chambre des communes l'affectation de deniers publics dans les circonstances, de la manière et aux fins prévues dans une mesure intitulée «Loi constituant le bureau canadien de la sécurité aérienne et modifiant d'autres lois en conséquence».

Le président: Je ne vois pas de quelle façon cela pourrait changer la recommandation royale.

M. Nowlan: L'objet de l'amendement est de faire passer le minimum de trois à cinq.

L'amendement est rejeté.

M. Forrestall: Je suis tenté d'essayer de retarder ce projet de loi pendant six mois et de vous laisser subir les conséquences. Vous ne voulez jamais nous donner raison.

Le président: Bon. Y a-t-il des amendements à déposer ou de la discussion au sujet des paragraphes (2), (3), (4), (5) ou (6)?

Les articles 4 et 5 sont adoptés.

Le président: Je mets en délibération l'article 6.

Article 6—Conditions de nomination.

M. Flis: Monsieur le président, mon amendement a pour objet d'améliorer la qualité de la version anglaise. Cet article a été rédigé à la forme négative, et je voudrais la mettre à la forme affirmative.

Je propose donc que la version anglaise du paragraphe 6(1) du projet de loi C-163 soit modifiée par: a) substitution, à la ligne 43, page 3, de ce qui suit:

«A person is eligible to be»

b) substitution, à la ligne 1, page 4, de ce qui suit:

«person is a Canadian citizen ordinarily»

L'amendement est adopté.

Le président: Monsieur Benjamin.

[Text]

Mr. Benjamin: Does "person is a Canadian citizen ordinarily" mean ordinarily resident, and they might not have their actual Canadian citizenship papers? What do they mean by ordinarily, just ordinarily resident?

The Chairman: He could not be a Canadian citizen if he did not have his Canadian citizenship.

Mr. Benjamin: All right, but there is nothing ordinary about being a Canadian.

Clause 6 as amended agreed to.

The Chairman: I call Clause 7.

On Clause 7—*Object of the Board*

The Chairman: Mr. Forrestall.

Mr. Forrestall: I am not sure whether mine comes first or Mr. Benjamin's.

The Chairman: All right, now just let me have a look. Mr. Benjamin's is at line 32.

Mr. Forrestall: Mine is line 31.

The Chairman: All right, so yours will be first.

Mr. Forrestall: Mr. Chairman, I move that Clause 7.(c) be amended by adding at line 31 after the word "general" the words "and specific".

Mr. Ellis: An excellent point.

Mr. Forrestall: I think it speaks for itself. Why should we limit the board to a general recommendation designed to eliminate or reduce safety deficiencies when possibly a specific recommendation might do it? It is semantics, I suppose.

Mr. Ellis: It is a good point, though.

The Chairman: Mr. Wilkins.

Mr. Wilkins: I am sorry, Mr. Chairman, perhaps you would permit me to make a brief comment.

The Chairman: Yes, I would.

Mr. Wilkins: It is partly on behalf of the members of the industry who served on the advisory committee I chaired to the minister on this subject. We spent some time looking at the National Transportation Safety Board and its practices and its relationship with the regulatory arm of the U.S. government, the Federal Aviation Administration. There was a good deal of concern on the part of my committee members on the practice that had grown up of the National Transportation Safety Board making detailed recommendations when they were not responsible or accountable for the implementation of those recommendations nor for their technical acceptability, if you like. They concurred very strongly therefore in Judge Dubin's comment on recommendation that the Canadian Aviation Safety Board should be restricted to making general recommendations.

[Translation]

M. Benjamin: Que veut dire exactement la phrase «*person is a Canadian citizen ordinarily*»; est-ce que cela veut dire que la personne réside habituellement au Canada, mais n'a peut-être pas encore reçu son certificat de citoyenneté canadienne? Qu'est-ce qu'on entend ici par le terme «*ordinarily*»; tout simplement quelqu'un qui réside habituellement au Canada?

Le président: Une personne sans preuve de citoyenneté canadienne ne pourrait pas être considérée comme citoyen canadien.

M. Benjamin: D'accord, mais je ne vois pas comment le terme «*ordinarily*» s'applique du fait d'être Canadien.

L'article 6, tel que modifié, est adopté.

Le président: Je mets en délibération l'article 7.

Article 7—Mission du bureau.

Le président: Monsieur Forrestall.

M. Forrestall: Je ne sais pas si mon amendement doit précéder celui de M. Benjamin ou non.

Le président: D'accord, permettez-moi d'abord de les regarder. Celui de M. Benjamin concerne la ligne 32.

M. Forrestall: Le mien concerne la ligne 31.

Le président: D'accord, c'est le vôtre qu'on va étudier en premier.

M. Forrestall: Monsieur le président, je propose que la version anglaise du paragraphe 7(c) soit modifiée par insertion, à la ligne 31, après le mot «*general*» des mots «*and specific*».

M. Ellis: C'est une excellente modification.

M. Forrestall: D'ailleurs, je pense que ce n'est pas la peine que je l'explique. Pourquoi est-ce qu'on limiterait le bureau à des recommandations générales sur les moyens d'éliminer ou de réduire les manquements à la sécurité, alors qu'une recommandation précise conviendrait peut-être mieux? C'est une question de sémantique, je suppose.

M. Ellis: Ce que vous dites est vrai.

Le président: Monsieur Wilkins.

M. Wilkins: Excusez-moi, monsieur le président, mais j'aimerais faire un bref commentaire.

Le président: Oui, allez-y.

M. Wilkins: C'est en partie au nom de certaines personnes du secteur même qui ont siégé au Comité consultatif du ministre dont j'ai été le président. Nous avons étudié les pratiques du *National Transportation Safety Board*, ainsi que ses relations avec l'organisme de réglementation du gouvernement américain, soit la *Federal Aviation Administration*. Certains membres du Comité n'étaient pas d'accord avec la pratique du *National Transportation Safety Board*, selon laquelle cet organisme fait des recommandations détaillées alors qu'il n'est pas responsable de l'application des recommandations ni de leur acceptabilité technique, si vous voulez. Donc, ils étaient fermement d'avis que M. le juge Dubin avait eu raison de recommander que le Bureau canadien de la sécurité aérienne devrait se limiter à des recommandations générales.

[Texte]

I would be concerned if the addition of the word "specific" were intended to mean "detailed". We get into a question of semantics here, I realize. Our feeling was that the board could discharge its function properly in making general recommendations and that it should be then left to the regulatory agency to translate those into the detail and specific terms which would be applied in the aviation industry by the carriers or whomever.

• 1720

The Chairman: Mr. Nowlan, then Mr. Benjamin.

Mr. Nowlan: I must say, Mr. Chairman, I am just amazed at that explanation from Mr. Wilkins. Quite frankly, the cleanest draftsmanship would be no adjective, either general or specific. It should be by making recommendations designed to do A, B, C and D. When you start talking about specific and general and start talking about the transportation council, you could have something very specific that has general application, that could be a general recommendation; or you could have something very general that could be on something very specific. Boy oh boy! You are going to have great... No wonder lawyers, accountants, tax people and bureaucrats are the only people whose job descriptions are increasing in this day and age, and/or politicians added in the House of Commons, which is a waste of taxpayers' money.

I would certainly think, Mr. Chairman, I most likely am against the amendment of my colleague because I am against the phraseology. I am going to move an amendment after this thing is all debated to take out the adjective "general", have recommendations and let the people in charge decide if the recommendation is going to enhance or do other things for air safety.

The Chairman: I think Mr. Forrestall is willing to accommodate you.

Mr. Forrestall: Sure, Mr. Chairman, I would be more than pleased to withdraw my amendment and accept the eminent good common sense of my colleague. It does make for cleaner drafting. It does not offend the comment or observation of Mr. Wilkins. Perhaps the parliamentary secretary might comment on it.

Mr. Flis: It generally makes good sense.

Mr. Nowlan: And it does not get you in trouble later on.

Mr. Forrestall: It does not get you in trouble later on down the road so...

The Chairman: Is there unanimous consent for Mr. Forrestall to withdraw?

Some hon. Members: Agreed.

Amendment withdrawn.

The Chairman: Mr. Nowlan.

Mr. Nowlan: Do you want me to formally move it?

The Chairman: Yes.

[Traduction]

Si le terme «specific» doit avoir le sens de «détaillé», un tel changement m'inquiéterait. Je m'en rends compte qu'il s'agit là d'une question de sémantique jusqu'à un certain point. A notre sens, le bureau pourrait s'acquitter de ces fonctions en faisant des recommandations d'ordre général et que, par la suite, il devait incomber à l'agence réglementaire de les traduire en termes précis qui seraient mis en application par les transporteurs, par exemple, de l'industrie aérienne.

Le président: M. Nowlan, suivi de M. Benjamin.

M. Nowlan: Monsieur le président, je dois avouer mon étonnement devant l'explication de M. Wilkins. Franchement, la formulation la plus nette ne contient pas d'adjectif, d'ordre général ou précis. Les recommandations devraient être libellées de façon à permettre leur mise en application directement. Vous parlez de choses précises, de choses générales, de conseils des transports. Eh bien, il pourrait s'agir d'une disposition précise avec application générale ou d'une disposition générale avec application spécifique. Quelle pagaille! Peu étonnant que les avocats, les comptables, les agents du fisc et les bureaucrates sont les seuls dont les descriptions de tâches ne cessent de s'élargir ces jours-ci, peu étonnant que de nouveaux politiciens viennent gonfler les rangs à la Chambre des communes et font perdre l'argent des contribuables.

Monsieur le président, je m'opposerais vraisemblablement à l'amendement de mon collègue car je n'appuie pas sa formulation. Une fois que l'amendement sera débattu, je proposerais la suppression de l'adjectif «général». Formulez les recommandations et laissez aux responsables le soin de décider si elles serviront à améliorer la sécurité aérienne.

Le président: M. Forrestall en convient certainement.

M. Forrestall: Certainement, monsieur le président, je retire volontiers mon amendement et j'accepte le raisonnement éminemment sain de mon collègue. La rédaction n'en serait que plus claire, effectivement. La modification n'offusquerait pas les commentaires de M. Wilkins. Peut-être que le secrétaire parlementaire aurait quelque chose à dire à ce sujet.

M. Flis: C'est assez raisonnable.

M. Nowlan: Et vous serez plus tranquille à l'avenir.

M. Forrestall: Vous serez plus tranquille à l'avenir alors...

Le président: Y a-t-il consentement unanime pour le retrait de l'amendement proposé par M. Forrestall?

Des voix: D'accord.

L'amendement est retiré.

Le président: Monsieur Nowlan.

M. Nowlan: Voulez-vous que je propose le nouveau?

Le président: Oui.

[Text]

Mr. Nowlan: I move that we amend Clause 7.(c) at line 31 by deleting the word "general".

Mr. Flis: Mr. Chairman, I have just a comment. I like that amendment and I think we certainly can support that.

Mr. Forrestall: You just do not like me.

Amendment agreed to.

The Chairman: Mr. Benjamin.

Mr. Benjamin: Mr. Chairman, I have one now that is even better than the previous ones.

Mr. Flis: Let us hear it.

Mr. Benjamin: It is so all-persuading that I am sure it will get acceptance.

I move that Bill C-163, An Act to establish the Canadian Aviation Safety Board and to amend certain Acts in consequence thereof, be amended by adding to Clause 7 a new paragraph (d) after line 32:

(d) the Board's investigations will not be carried out for the purposes of apportioning blame or liability.

Mr. Chairman, I want to provide to my colleagues and the officials . . . The clause lacks one important objective that the Canadian Aviation Safety Board should not be charged with, and that is apportioning blame or liability. That was the view of the Canadian Air Traffic Control Association in support of the view put forward by the Canadian Air Line Pilots' Association in Captain Cook's representations, in their brief to this committee; and it is consistent with their submissions to the Dubin inquiry.

The position of the controllers is that the limit of the existing fact-finding board's authority is to determine the cause of an accident and recommend corrective measures for the system. Now, in respect of the individual controller, the fact-finding board may recommend retraining if it is required, but it cannot recommend discipline. That should be left up to the employer, I would think. Nor can the information gathered or the report be used by a manager to discipline the controller.

Now, CATCA has agreed that retraining or recertification is not disciplinary in nature, provided it is recommended by a fact-finding board.

• 1725

Further, Mr. Chairman, the airline pilots said that to Mr. Dubin, and Mr. Dubbin said in Clause 7, *Object of the Board* . . . He stated in his recommendation 6 of Volume I of his report that the board's investigation should not be carried out for the purpose of apportioning blame or liability.

Also, the department's press release of 155, dated June 13 last, stated that the board will not indicate where blame or liability lies. But Clause 7, as the bill presently . . .

[Translation]

M. Nowlan: Je propose que l'article 7.c) soit amendé à la ligne 33 en supprimant le mot «générales».

M. Flis: Monsieur le président, je voudrais faire un commentaire. Cet amendement me satisfait et je crois que nous sommes en mesure de l'appuyer.

M. Forrestall: Vous ne m'aimez pas du tout.

L'amendement est adopté.

Le président: Monsieur Benjamin.

M. Benjamin: Monsieur le président, j'en ai un qui est meilleur que les précédents.

M. Flis: Allez-y.

M. Benjamin: Il est tellement convaincant que je suis certain qu'il sera accepté.

Je propose que l'article 7 du projet de loi C-163, Loi constituant le Bureau canadien de la sécurité aérienne et modifiant d'autres lois en conséquence, soit modifié en ajoutant après la ligne 35 le paragraphe d) qui se lit comme suit:

d) le Bureau ne mènera pas ses enquêtes dans le but de rejeter le blâme ou la responsabilité.

Monsieur le président, je voulais que mes collègues et les fonctionnaires . . . Une fonction onéreuse dont le Bureau canadien de la sécurité aérienne ne devrait pas être chargé de s'acquitter ne figure pas à l'article en question, à savoir, celle d'incriminer les coupables. C'était l'avis exprimé par l'Association canadienne des contrôleurs aériens en appui de la position de l'Association canadienne des pilotes de ligne exprimée dans la présentation du capitaine Cook lors de sa comparution ainsi que dans les soumissions présentées à l'enquête Dubin.

Les contrôleurs estiment que la responsabilité du Bureau d'enquête existant se limite à la détermination des causes d'un accident et la recommandation de mesures susceptibles de redresser les erreurs. Or, ce bureau peut recommander la reformation du contrôleur en cause mais ne peut recommander des mesures disciplinaires. Celles-ci incombent à l'employeur, il me semble. De plus, l'information recueillie et le rapport du Bureau ne peuvent être utilisés par un chef pour justifier des mesures disciplinaires.

L'Association des contrôleurs aériens accepte que le perfectionnement et la recertification d'un contrôleur ne constituent pas des mesures disciplinaires pourvu qu'ils fassent suite à une recommandation de bureau d'enquête.

En outre, monsieur le président, les pilotes l'ont déclaré à M. Dubbin et M. Dubbin a dit au sujet de l'article 7, *Mission du bureau* . . . Il a déclaré dans sa recommandation n° 6, du volume I, de son rapport, que le bureau ne devait pas effectuer ces enquêtes «dans le but de déterminer la faute ou la responsabilité.»

Par ailleurs, le communiqué de presse n° 155 du ministère, en date du 13 juin dernier, précise que le bureau n'annoncera pas qui est en faute ou qui est responsable. Mais l'article 7, du projet de loi actuel . . .

[Texte]

I presume I have everybody's undivided attention.

The Chairman: Absolutely; you always do, Mr. Benjamin.

Mr. Benjamin: But Clause 7 of the bill as it presently stands fails completely to mention this important fact of what Mr. Dubin had to say, what the airline pilots had to say, and what the air traffic controllers had to say.

Surely the matter of blame and liability lies in the hands of the lawyers for the respective sides, or by agreement between the parties, and finally lies in the hands of the courts in terms of blame and liability. It may lie between the lawyers of insurance companies, or whatever, or those lawyers making their presentations before a court. But surely we should not be asking a board or an agency of the Crown to be assessing blame and liability. I think with the remarks of Mr. Justice Dubin, the airline pilots, and the Canadian Air Traffic Control Association, that this oversight in the bill can be readily corrected by the adoption of my amendment.

The Chairman: Mr. Flis.

Mr. Flis: I would ask Mr. Wilkins, is not that sort of the whole purpose of this bill, to set up a board that will not put blame on anyone, etc.? Is that not understood throughout the bill? Do we really need a separate clause for that?

Mr. Wilkins: I understand it is the practice, Mr. Chairman, in drafting bills of this sort to say what the board is responsible for and define its mandate in those terms rather than to state negatively what it is not responsible for. I agree with Mr. Benjamin that Judge Dubin indicated that was not a responsibility of the board in his estimation and recommended that it should be so stated. But we run up against the practice of the legal draftsmen in this respect.

There is some danger, I suggest, in being too specific in this respect. I believe it is fair to say that in many cases of accident investigation making a finding regarding the cause of the accident can by implication indicate blame—not directly, but indirectly. If the board were as precisely precluded from that as Mr. Benjamin's amendment would suggest, it might conceivably restrict the board in the sorts of findings it made.

The Chairman: Might it not even restrict it in its ability to make recommendations?

Mr. Wilkins: That is what I mean; yes, exactly.

The Chairman: The amendment is that Bill C-163 be amended by adding to Clause 7 a new paragraph (d) after line 32:

(d) the Board's investigations will not be carried out for the purpose of apportioning blame or liability.

[Traduction]

Je présume avoir l'attention de tous.

Le président: Absolument; comme toujours, monsieur Benjamin.

M. Benjamin: Toutefois, l'article 7 du projet de loi tel que rédigé, ne mentionne aucunement ce fait important que M. Dubin a relevé, que les pilotes ont relevé, que les contrôleurs aériens ont relevé.

Il va de soi qu'il revient aux avocats des parties respectives de fixer la part de faute de responsabilité, ou que les parties peuvent s'entendre à ce sujet, et qu'en dernière analyse, la question relève des tribunaux. La question peut être décidée par les avocats des compagnies d'assurance, ou autres, ou les avocats dans leurs plaidoyers devant un tribunal. Néanmoins, il va de soi que nous ne devons pas demander à un bureau ou à un organisme de la Couronne d'évaluer la faute et la responsabilité. Je crois qu'à la lumière des remarques de M. le juge Dubin, des pilotes, et des représentants de l'Association canadienne du contrôle du trafic aérien, qu'on pourrait facilement remédier à cet oubli dans le projet de loi en adoptant mon amendement.

Le président: Monsieur Flis.

M. Flis: J'aimerais demander ceci à M. Wilkins: n'est-ce pas là un peu tout le but du présent projet de loi, de constituer un bureau qui ne fixera pas la part de faute, etc.? N'est-ce pas entendu dans tout le projet de loi? Nous faut-il vraiment un article distinct à cette fin?

M. Wilkins: Si je comprends bien, monsieur le président, c'est la pratique dans la rédaction de projets de loi comme celui-ci d'énoncer les responsabilités du bureau et de définir son mandat de ce point de vue plutôt que d'énoncer, de façon négative, de quoi il n'est pas responsable. Je reconnais que M. Benjamin a raison de dire que M. le juge Dubin a mentionné que ce n'était pas la responsabilité du bureau, à son avis, et qu'il a recommandé de le préciser. Toutefois, nous nous heurtons à la pratique des rédacteurs juridiques à ce sujet.

Je suggère que d'être trop précis à ce sujet comporte quelque risque. Je crois qu'il est juste de dire que dans de nombreux cas d'enquêtes sur des accidents, en formulant des constatations sur les causes de l'accident, on peut sous-entendre la faute, non pas directement, mais indirectement. Si le bureau en était aussi expressément empêché que l'amendement de M. Benjamin le propose, on peut concevoir que le bureau se trouverait limité dans le genre de constatations qu'il peut formuler.

Le président: Est-ce que cela ne pourrait pas limiter même sa capacité à formuler des recommandations?

M. Wilkins: C'est justement ce que je voulais dire; oui, exactement.

Le président: L'amendement est le suivant: que l'on modifie le Bill C-163, en ajoutant à l'article 7, un nouvel alinéa (d) après la ligne 32:

(d) que le Bureau n'entreprendra pas ces enquêtes dans le but de fixer la part de faute ou de responsabilité.

[Text]

Mr. Benjamin: Mr. Chairman, I believe there is another witness who wishes to comment on this. He had his hand up.

The Chairman: Mr. Morrison

Mr. Morrison: I would be happy, Mr. Chairman, to comment. We very strongly support that principle.

Mr. Benjamin: I am sorry, Mr. Chairman, for not paying attention earlier, but I have forgotten what organization group...

Mr. Morrison: The Air Transport Association of Canada.

Mr. Benjamin: Okay. So that is another association, Mr. Chairman, that...

The Chairman: Mr. Ellis.

• 1730

Mr. Ellis: Mr. Chairman, I apologize that I absented myself for a few moments during the discussion. If the question has been asked, I will stand down. It ran in my mind, as I read the amendment put forward by Mr. Benjamin, that that principle had been spelled out either in the bill, in the recommendations by Mr. Justice Dubin, or in one of the presentations made to us on the bill, and I have been unable to find it. Could you, Mr. Chairman, tell me, or could you ask the witnesses if they can corroborate that?

The Chairman: I would have to ask one of the witnesses, because I am so...

Mr. Benjamin: For Mr. Ellis' information, I quoted Mr. Justice Dubin's recommendation number 6, Volume I.

Mr. Ellis: That may be where I read it, then.

Mr. Forrestall: Of course it was included in my very, very well drafted bill too. It is only proper that this bill would include such a clear statement...

The Chairman: Mr. Nowlan—oh, just a minute. Did you wish to comment on Mr. Ellis' question, Mr. Wilkins?

Mr. Wilkins: I think Mr. Benjamin has answered it. It is referred to in Dubin. It is not referred to elsewhere in the bill.

The Chairman: Mr. Nowlan.

Mr. Nowlan: Mr. Chairman, I am not actually against the thrust of the amendment or the comments of Mr. Morrison, but I find myself a little ambivalent here because, as a lawyer, the whole reason for Clause 7, as it says at the top, is to advance aviation safety by doing certain things. In the actual doing of those things, (a), (b) and (c), whether it specifies blame or liability or not, any lawyers are going to pick up the work of the board and there obviously will be litigation afterward. I can see the thrust, I am not going to waste any more time on it. Frankly, even though we might agree with the principle, I think it is redundant and irrelevant, with respect, because what you say in paragraphs (a), (b) and (c), defining all the reasons why the accident occurred or the incident

[Translation]

M. Benjamin: Monsieur le président, je crois qu'un autre des témoins désire faire des remarques à ce sujet. Il avait levé la main.

Le président: Monsieur Morrison.

M. Morrison: Je serais heureux, monsieur le président, de faire quelques remarques. Nous appuyons fortement ce principe.

M. Benjamin: Je m'excuse, monsieur le président, de ne pas avoir fait attention précédemment, mais j'ai oublié quel groupe...

M. Morrison: L'Association canadienne du transport aérien.

M. Benjamin: Très bien. Donc voilà encore une association, monsieur le président, qui...

Le président: Monsieur Ellis.

M. Ellis: Monsieur le président, je m'excuse de m'être absenté pendant la discussion. Si ma question a déjà été posée, j'y renoncerais. En lisant l'amendement de M. Benjamin, j'ai eu l'impression que ce principe a déjà été énoncé ou dans le projet de loi, ou dans les recommandations de M. le juge Dubin, ou dans les exposés sur le projet de loi, et je n'ai pas pu le trouver. Pouvez-vous me le dire, monsieur le président, ou pourriez-vous demander aux témoins s'il en sont conscients?

Le président: Il me faudrait demander aux témoins, parce que je suis tellement...

M. Benjamin: À titre de renseignement, j'ai cité la recommandation de M. le juge Dubin, numéro 6, volume I.

M. Ellis: C'est peut-être là où je l'ai trouvée.

M. Forrestall: Ce principe était énoncé aussi dans ma rédaction parfaitement soignée. Il va sans dire que ce projet de loi doit comporter une déclaration très claire...

Le président: Monsieur Nowlan, un moment s'il vous plaît. Voulez-vous faire un commentaire sur la question de M. Ellis, monsieur Wilkins?

M. Wilkins: Je pense que M. Benjamin vient de répondre à ma question. Cette référence se trouve dans le rapport Dubin, et pas ailleurs dans le projet de loi.

Le président: Monsieur Nowlan.

M. Nowlan: Je ne suis pas contre la portée de l'amendement ou des commentaires de M. Morrison, mais je me sens un peu ambivalent. La raison d'être de l'article 7, est d'assurer la sécurité aéronautique. Si les alinéas (a), (b) et (c) le précisent ou non, les avocats étudieront la question de la responsabilité, et il y aurait sans doute des causes. Je comprends cependant l'intention, et je n'en parlerai pas davantage. Je vous dirais franchement et en toute déférence, que même si nous sommes d'accord sur le principe, je trouve que cet article est redondant. Aux alinéas (a), (b) et (c), vous donnez les raisons pour l'accident, et la responsabilité va de soi.

[Texte]

happened, is, in effect, by itself, going to help apportion blame and define liability.

Mr. Ellis: The board does not do it.

Mr. Nowlan: The amendment says that the board's investigation will not be carried out for the purpose of apportioning blame or liability. That, I think, flows from the whole tenor . . . This is air safety we are talking about. Anyway, I am getting too close to the draftsmanship here. I think it is redundant and irrelevant, but I can understand the thrust. So whether they define it or not, it is going to be defined in the facts they define.

Mr. Benjamin: Mr. Chairman, the results of an investigation by the board as to the causes of any occurrences, incidents, accidents, safety deficiencies, etc., may, by implication, indicate blame. But a court may decide that there ain't no blame—or vice versa.

Mr. Nowlan: That is why it is irrelevant.

Mr. Benjamin: Or by implication it may say that there is a liability. But surely the implication of the report of a board should not be the apportioning of blame or liability. The apportioning of any blame or liability surely must rest between the parties involved and ultimately with the courts, who will use and interpret whatever the findings of the board are.

Also, while legislation lays out what authorities are there, it is not new to say in legislation what authority is not there, or what obligation is not there. That occurs in lots of pieces of legislation, so this is not any kind of departure from practices in other statutes. It seems to me that this request of the pilots, the air traffic controllers and Mr. Justice Dubin's recommendation, make the amendment most appropriate. I would think we would relieve the people on the board who are making decisions of feeling in any way reticent about what they say were the causes of an accident or incident for fear that they would be assessing any blame or liability. The board should feel completely free to put down on paper whatever they want in terms of what they believe to be the cause or deficiencies regarding aircraft or aviation safety; and anything beyond that in terms of blame or liability is something totally separate from, and should be dealt separately from, any findings of the board.

• 1735

The Chairman: Point made. Mr. Nowlan.

Mr. Nowlan: I can understand that better, but then the wording of your amendment does not do it. This is the technical draftsmanship. This is a situation of legislative draftsmanship.

Mr. Benjamin: You are complaining about all these technicals, but . . .

Mr. Nowlan: No, but there is no sense in writing something into a bill if it is going to even confuse the problem you are trying to resolve. If you want to do what you said, which is the clearest exposition I had heard, why would you not, Mr. Chairman, in paragraph (d), which gets down to Mr. Morri-

[Traduction]

M. Ellis: Ce n'est pas le Bureau qui tranche la question.

M. Nowlan: Selon l'amendement, il relève du Bureau de déterminer la responsabilité. Nous parlons de la sécurité aéronautique. Je ne veux pas entrer dans les détails du libellé. À mon avis, c'est redondant, mais je comprends l'intention.

M. Benjamin: Monsieur le président, la décision du conseil à propos des incidents, des accidents, des manques de sécurité, peut-être l'indice de la responsabilité. Mais il relève de la cour de trancher la question de la responsabilité.

M. Nowlan: C'est pour cette raison que l'article n'est pas pertinent.

M. Benjamin: Le Bureau peut laisser entendre qu'il y a une responsabilité. Mais il ne relève pas de lui d'assigner la responsabilité à quelqu'un. Cette décision relève des cours, qui vont interpréter les conclusions du Bureau.

La loi peut expliquer clairement quelles sont les autorités, mais, et ce n'est pas nouveau, ne peut fixer l'absence d'autorité, ou d'obligation. Il me semble que les demandes des pilotes, des contrôleurs aériens, et la recommandation de M. le juge Dubin justifient l'amendement. Il faut donner aux membres du Bureau, la possibilité de dire ouvertement les raisons d'un accident sans trancher sur la question des responsabilités. Le bureau devrait se sentir entièrement libre de mettre sur papier ce qu'il croit être la cause ou les déficiences concernant la sécurité des aéronefs ou de l'aviation; et tout ce qui va au-delà de ça, c'est-à-dire la faute ou la responsabilité, c'est quelque chose de tout à fait distinct et on devrait en traiter distinctement de tous les résultats d'enquêtes du bureau.

Le président: Compris. Monsieur Nowlan.

M. Nowlan: Je comprends mieux ce raisonnement, mais le libellé de votre amendement n'a pas ce résultat. C'est une question de rédaction. Une question de rédaction juridique.

M. Benjamin: Vous vous plaignez de tous ces trucs techniques, mais . . .

M. Nowlan: Rien ne sert de mettre quelque chose par écrit dans un projet de loi si cela ne servira qu'à compliquer le problème que vous essayez de résoudre. Si vous voulez faire ce que vous venez de dire, et c'était exprimé on ne peut plus clairement, monsieur le président, pourquoi, à l'alinéa d), qui

[Text]

son's thing . . . ? You can do it in so many different ways. You can add verbiage, if you want to. But you have paragraphs (a), (b) and (c); and then under your paragraph (d), it would be: "in the investigation under paragraphs (a), (b) and (c), the Board shall not". It is not the purpose of the investigation; the board shall not apportion blame or should not . . .

Mr. Benjamin: Mr. Chairman, I would be happy to accept any . . .

Mr. Nowlan: Just set it out. If we are going to deal with new bills, let us get legislative and legal.

Mr. Benjamin: I will be happy to accept any wording that improves upon the intent of my amendment. I am not stuck with these words. I would be perfectly happy to change my amendment or withdraw it and let Mr. Nowlan move one.

Mr. Nowlan: No, no, I do not want to pre-empt your words; but in my humble opinion, your words do not do what you want to do.

Mr. Benjamin: How did you say that again, Pat?

Mr. Nowlan: I just say "sat out". Rather than talking about purposes of an investigation, you insert—and your words do it—paragraph (d): "in the investigation, under paragraphs (a), (b) and (c), the Board shall not apportion blame or liability".

Mr. Benjamin: All right, why not just say "the Board's investigation".

The Chairman: Yes, in any investigation it would have to . . .

Mr. Benjamin: Well, "in any".

Mr. Nowlan: I was just trying to . . . That is right, "in any investigation".

The Chairman: Subclauses (a), (b), (c).

Mr. Benjamin: Under paragraphs (a), (b) and (c).

The Chairman: Under paragraphs (a), (b) and (c), the board shall not apportion blame.

Mr. Benjamin: Yes.

Mr. Nowlan: That is right. You are either for or against it. That is very clear, and there is no confusion.

Mr. Benjamin: Okay, "shall not apportion blame or liability".

Mr. Nowlan: Well, blame or define legal liability. But you are starting to get . . .

Mr. Benjamin: I think the two words go together, blame or liability.

I am quite agreeable. I will change my amendment to read . . .

The Chairman: Withdraw the first, then, with the consent of the committee.

Some hon. Members: Agreed.

Amendment withdrawn.

Mr. Benjamin: All right, then, the amendment would read:

[Translation]

revient à l'idée de M. Morrison . . . ? On peut le faire de tant de façons. Vous pouvez rajouter du verbiage, si vous le voulez. Mais il y a les alinéas a), b) et c); et à l'alinéa d), on lirait: «suite à une enquête en vertu des alinéas a), b) et c), le bureau n'attribuera pas de blâme ou ne devrait pas . . .

M. Benjamin: Monsieur le président, je serais heureux d'accepter tout . . .

M. Nowlan: Précisez-le tout simplement. Après tout, c'est un nouveau projet de loi et il vaudrait mieux que ce soit propre juridiquement et légalement.

M. Benjamin: Je serais heureux d'accepter tout libellé qui améliore mon amendement. Je ne tiens pas mordicus à ce libellé. Je serais tout à fait heureux de modifier mon amendement ou de le retirer pour laisser M. Nowlan en proposer un.

M. Nowlan: Non, non, je ne veux pas me substituer à vous, mais à mon humble avis, votre libellé n'aura pas l'effet que vous voulez.

M. Benjamin: Comment avez-vous dit cela, Pat?

M. Nowlan: Je dis tout simplement «jugé». Plutôt que de parler des fins d'une enquête, vous insérez, et votre libellé a cet effet, l'alinéa d): «suite à l'enquête, en vertu des alinéas a), b) et c), le Bureau n'attribue ni blâme ni responsabilité».

M. Benjamin: Parfait, pourquoi ne pas dire tout simplement «l'enquête du Bureau».

Le président: Oui, dans toute enquête il faudrait . . .

M. Benjamin: Bon, «suite à toute enquête».

M. Nowlan: J'essayais tout simplement . . . Oui, «suite à toute enquête».

Le président: Les alinéas a), b), c).

M. Benjamin: En vertu des alinéas a), b) et c).

Le président: En vertu des alinéas a), b) et c), le Bureau n'attribue aucun blâme.

M. Benjamin: Oui.

M. Nowlan: C'est ça. Vous êtes soit pour, soit contre. C'est très clair et il n'y a pas de confusion possible.

M. Benjamin: Parfait, «n'attribuera ni blâme ni responsabilité».

M. Nowlan: Enfin, un blâme ou définir la responsabilité légale. Mais on s'embarque là dans . . .

M. Benjamin: Je crois que les deux mots vont ensemble, ni blâme ni responsabilité.

Je n'ai pas d'objection. Je modifie mon amendement pour qu'il se lise . . .

Le président: Retirez alors votre premier amendement avec l'assentiment du Comité.

Des voix: D'accord.

L'amendement est retiré.

M. Benjamin: Parfait, alors, l'amendement se lirait:

[Texte]

(d) in any investigation under paragraphs (a), (b) and (c), the Board shall not apportion blame or liability.

The Chairman: Mr. Flis.

Mr. Flis: Mr. Chairman, I wonder if we could just stand this clause—or you can call it at 6.00 p.m., if you like—to give the officials time to study this wording. It might be acceptable, or they might amend it slightly to make it acceptable.

The Chairman: Mr. Forrestall.

Mr. Forrestall: On a point of order, there may be conceivably a vote. There is an order of the House that all matters with respect to Bill C-110 will be dealt with at 5.59 p.m. Whether that in fact happens or not, I suppose it remains for the House to determine whether there will be a vote or whether the matter will be carried.

On the amendment, I think Mr. Flis' point may have considerable merit. On the amendment directly, when we get into Clause 12, we start to deal with delegated authorities of the board who, in fact, work in similar difficulties, Mr. Benjamin. Perhaps some reference to not just the board, but the board or any body to whom the board has delegated the power, as well gives rise to the question of whether or not there should not be certain types of investigations that should be restricted entirely to the CASB.

The Chairman: Okay. Now, just before I recognize Mr. Benjamin, I was under the impression when we came here that there was general agreement among the parties to complete the bill this afternoon. That is obviously not possible, and it is not going to happen. It is also obvious that if this bill is going to be dealt with in this session we must deal with the bill expeditiously. I wonder if there would be a consensus in the committee to meet again tomorrow afternoon at 3.30.

• 1740

Some hon. Members: Agreed.

Mr. Nowlan: Let us follow Jesse's suggestion and stand down.

Mr. Benjamin: I would say stand until tomorrow.

May I leave with the committee and the officials something else that was just brought to my attention—we can add the radio operators group to the others—that is, the matter of the provision of evidence by witnesses.

The Chairman: First of all, let us deal with Clause 6. Shall Clause 6 stand?

Mr. Benjamin: We are on Clause 7.

The Chairman: I am sorry; shall Clause 7 stand?

Mr. Benjamin: Okay.

The Chairman: And the amendment.

Mr. Benjamin: Why did you interrupt me?

[Traduction]

d) suite à toute enquête en vertu des alinéas a), b) ou c), le Bureau n'attribue ni blâme ni responsabilité.

Le président: Monsieur Flis.

M. Flis: Monsieur le président, je me demande si nous pourrions réserver cet article, ou on pourrait toujours dire qu'il est déjà 18h, si vous le préférez, afin de donner aux fonctionnaires le temps d'étudier le libellé. Peut-être est-il acceptable tel quel ou peut-être le modifieront-ils quelque peu pour qu'il soit acceptable.

Le président: Monsieur Forrestall.

M. Forrestall: Question de Règlement, il y aura peut-être un vote. Or, la Chambre a décidé que tout ce qui concerne le projet de loi C-110 devra avoir été réglé à 17h59. Que cela se passe ainsi ou non, j'imagine qu'il revient à la Chambre de décider s'il y aura un vote ou si ce sera adopté.

Quant à l'amendement, je crois que le point soulevé par M. Flis est probablement tout ce qu'il y a de plus valable. Quant à l'amendement, plus directement, lorsque nous aborderons l'étude de l'article 12, nous parlerons alors des responsabilités déléguées du Bureau qui, en réalité, doit s'accommoder de pareilles difficultés, monsieur Benjamin. Peut-être faudrait-il parler non seulement du Bureau, mais du Bureau ou de tout organisme à qui le Bureau a délégué ce pouvoir et on doit alors se poser la question à savoir si, oui ou non, il devrait y avoir un certain genre d'enquêtes qui seraient réservées au Bureau.

Le président: Parfait. Avant de donner la parole à M. Benjamin, j'avais l'impression, lorsque nous sommes arrivés ici, que tous étaient d'accord pour adopter le bill dès cet après-midi. Ce n'est évidemment pas possible et cela ne se produira pas. Il est aussi évident que si on veut traiter du projet de loi pendant la session actuelle, il nous faudra expédier nos travaux. Je me demande si on pourrait s'accorder pour qu'il y ait de nouveau une séance demain après-midi à 15h30.

Des voix: D'accord.

M. Nowlan: Faisons comme l'a proposé Jesse et attendons jusqu'à demain.

M. Benjamin: Je suis d'avis que l'on attende jusqu'à demain.

J'aimerais aussi rappeler au Comité et aux fonctionnaires un autre sujet qui m'a été signalé: nous pourrions ajouter le groupe des opérateurs radio aux autres... c'est-à-dire pour ce qui est des preuves apportées par les témoins.

Le président: Tout d'abord, réglons le sort de l'article 6. L'article 6 est-il réservé?

M. Benjamin: Nous sommes à l'article 7.

Le président: Désolé; l'article est-il réservé?

M. Benjamin: Oui.

Le président: Et l'amendement.

M. Benjamin: Pourquoi m'avez-vous interrompu?

[Text]

The Chairman: Because we are not talking here about the taking of evidence.

Mr. Benjamin: If you had given me another 30 seconds I would have . . .

The Chairman: Well, go ahead, take your 30 seconds. We have already stood the clause, but take it.

Mr. Benjamin: If there is a fear or a risk or even a certainty that the matter of blame and liability is felt to be a function of the board, you are going to have a problem about how forthcoming witnesses are. Employees in particular may feel hesitant to provide information if they are involved in a function of a board that can be construed as assigning blame or liability. I just wanted to throw that out as well, Mr. Chairman, in addition to the others, for all of us to consider between now and tomorrow afternoon.

The Chairman: Thank you, Mr. Benjamin.

I guess it is the consensus of the committee that we adjourn until 3.30 p.m. tomorrow. The committee is so adjourned—sharp at 3.30 p.m.

[Translation]

Le président: Parce qu'il n'est pas ici question des témoignages ou de la preuve.

M. Benjamin: Si vous m'aviez accordé encore 30 secondes, j'aurais . . .

Le président: Bon, allez-y, prenez les 30 secondes. Nous avons déjà réservé l'article, mais allez-y.

M. Benjamin: Si l'on a peur ou si l'on craint, qu'il existe même un risque ou que l'on soit sûr que le bureau aura à décider du blâme et de la responsabilité, les témoins ne seront peut-être pas aussi libres qu'ils pourraient l'être. Plus particulièrement, les employés hésiteront peut-être à donner des renseignements s'ils se trouvent pris dans une procédure du bureau qui pourrait viser à l'attribution du blâme ou de la responsabilité. Je voulais tout simplement signaler cela en passant, monsieur le président, pour que nous puissions tous y réfléchir, avec le reste, d'ici demain après-midi.

Le président: Merci, monsieur Benjamin.

Je crois bien que le Comité est d'accord pour que la séance soit levée jusqu'à 15h30 demain. La séance est levée jusqu'à demain . . . 15h30 précises.



If undelivered, return COVER ONLY to:
Canadian Government Publishing Centre,
Supply and Services Canada,
Ottawa, Canada, K1A 0S9

En cas de non-livraison,
retourner cette COUVERTURE SEULEMENT à:
Centre d'édition du gouvernement du Canada,
Approvisionnement et Services Canada,
Ottawa, Canada, K1A 0S9

WITNESSES—TÉMOINS

From the Department of Transport:

Jaffray Wilkins, Associate Deputy Minister;
Paul Royer, General Counsel;
Brian Carr, Chairman of Legislative Working Group.

Du ministère des Transports:

Jaffray Wilkins, Sous-ministre associé;
Paul Royer, Avocat général;
Brian Carr, Président du groupe de travail législatif.

From the Air Transport Association of Canada:

Mr. Angus C. Morrison, President and Chief Executive Officer.

De la société «Air Transport Association of Canada»:

M. Angus C. Morrison, Président et chef du service administratif.

HOUSE OF COMMONS

Issue No. 148

Wednesday, September 28, 1983

Chairman: Maurice A. Dionne

CHAMBRE DES COMMUNES

Fascicule n° 148

Le mercredi 28 septembre 1983

Président: Maurice A. Dionne

*Minutes of Proceedings and Evidence
of the Standing Committee on**Procès-verbaux et témoignages
du Comité permanent des***Transport****Transports**

RESPECTING:

Bill C-163, An Act to establish the Canadian Aviation Safety Board and to amend certain Acts in consequence thereof

INCLUDING:

The Eighteenth Report to the House

CONCERNANT:

Projet de loi C-163, Loi constituant le Bureau canadien de la sécurité aérienne et modifiant d'autres lois en conséquence

Y COMPRIS:

Le dix-huitième rapport à la Chambre

WITNESSES:

(See back cover)

TÉMOINS:

(Voir à l'endos)



First Session of the

Thirty-second Parliament, 1980-81-82-83

Première session de la

trente-deuxième législature, 1980-1981-1982-1983

STANDING COMMITTEE ON TRANSPORT

Chairman: Maurice A. Dionne

Vice-Chairman: Robert Bockstael

MEMBERS/MEMBRES

Les Benjamin
Pierre Deniger
Jack Ellis
Jesse Flis
Michael Forrestall
J. Patrick Nowlan
Jacques Olivier
Charles Turner—(10)

COMITÉ PERMANENT DES TRANSPORTS

Président: Maurice A. Dionne

Vice-président: Robert Bockstael

ALTERNATES/SUBSTITUTS

Vic Althouse
Léopold Corriveau
Len Gustafson
Maurice Harquail
Gérald Laniel
Hon. Don Mazankowski
Bill McKnight
Paul McRae
Marcel Ostiguy
Keith Penner—(10)

(Quorum 6)

Le greffier du Comité

Santosh Sirpaul

Clerk of the Committee

Pursuant to Standing Order 69(4)(b)

On Wednesday, September 28, 1983:

Mr. Olivier replaced Mr. Dubois;
Mr. Deniger replaced Mr. Ostiguy;
Mr. Turner replaced Mr. Reid (*Kenora—Rainy River*);
Mr. Harquail replaced Mr. Dion (*Portneuf*);
Mr. Laniel replaced Mr. Tardif;
Mr. McRae replaced Mr. Gourde (*Lévis*);
Mr. Penner replaced Mr. Tessier;
Mr. Corriveau replaced Mr. Loiselle;
Mr. Ostiguy replaced Mrs. Côté.

Conformément à l'article 69(4)b) du Règlement

Le mercredi 28 septembre 1983:

M. Olivier remplace M. Dubois;
M. Deniger remplace M. Ostiguy;
M. Turner remplace M. Reid (*Kenora—Rainy River*);
M. Harquail remplace M. Dion (*Portneuf*);
M. Laniel remplace M. Tardif;
M. McRae remplace M. Gourde (*Lévis*);
M. Penner remplace M. Tessier;
M. Corriveau remplace M. Loiselle;
M. Ostiguy remplace M^{me} Côté.

REPORT TO THE HOUSE

Monday, October 3, 1983

The Standing Committee on Transport has the honour to present its

EIGHTEENTH REPORT

In accordance with its Order of Reference of Tuesday, June 28, 1983, your Committee has considered Bill C-163, An Act to establish the Canadian Aviation Safety Board and to amend certain Acts in consequence thereof, and has agreed to report it with the following amendments:

Clause 2

Strike out lines 7 to 13, on page 1, and substitute the following therefor:

“‘aircraft’ means any machine capable of deriving support in the atmosphere from the reactions of the air, other than a machine designed to derive support in the atmosphere from reactions against the earth’s surface of air expelled from the machine, and includes a rocket;”

Clause 6

In the English version only, strike out line 43, on page 3, and substitute the following therefor:

“6. (1) A person is eligible to be”

In the English version only, strike out line 1, on page 4, and substitute the following therefor:

“person is a Canadian citizen ordinarily”

Clause 7

Renumber Clause 7 as subclause 7 (1), in line 19, on page 4.

Strike out the word “general” in line 31, on page 4.

Add a new subclause (2) immediately after line 32, on page 4.

“(2) For greater certainty, it is not the object of the Board to determine or apportion any blame or liability in connection with aviation occurrences.”

Clause 11

Add a new subclause (5), immediately after line 2, on page 6, and renumber the present subclause (5) as subclause (6).

“(5) The report laid before Parliament pursuant to subsection (4) stands permanently referred to such committee of Parliament as is established to review matters relating to transportation.”

Clause 23

Strike out line 37, on page 14, and substitute the following therefor:

“will be taken or that the action to be taken differs from the action that has been recommended, and in any case the appropriate”

RAPPORT À LA CHAMBRE

Le lundi 3 octobre 1983

Le Comité permanent des transports a l'honneur de présenter son

DIX-HUITIÈME RAPPORT

Conformément à son Ordre de renvoi du mardi 28 juin 1983, votre Comité a étudié le projet de loi C-163, Loi constituant le Bureau canadien de la sécurité aérienne et modifiant d'autres lois en conséquence, et a convenu d'en faire rapport, avec les modifications suivantes:

Article 2

Retrancher les lignes 8 à 14 inclusivement, à la page 1, et les remplacer par ce qui suit:

«‘aéronef’. Tout appareil qui peut se soutenir dans l’atmosphère grâce aux réactions de l’air, à l’exclusion d’appareils conçus pour se maintenir dans l’atmosphère par l’effet de la réaction, sur la surface de la terre, de l’air qu’ils expulsent. Sont inclus les fusées.»

Article 6

Dans la version anglaise seulement, retrancher la ligne 43, à la page 3, et la remplacer par ce qui suit:

«6. (1) À person is eligible to be»

Dans la version anglaise seulement, retrancher la ligne 1, à la page 4, et la remplacer par ce qui suit:

«person is a Canadian citizen ordinarily»

Article 7

Renommer à la ligne 19, à la page 4, l’actuel paragraphe 7 qui devient le paragraphe 7(1).

Retrancher le mot «générales» à la ligne 33, à la page 4.

Ajouter un nouveau paragraphe (2) immédiatement après la ligne 35, à la page 4:

«(2) Il demeure entendu qu’il ne relève pas de la mission du Bureau de se prononcer sur la détermination ou l’attribution des fautes ou des responsabilités relatives à des faits aéronautiques.»

Article 11

Ajouter un nouveau paragraphe (5) immédiatement après la ligne 2, à la page 6, et renommer l’actuel paragraphe (5), qui devient le paragraphe (6).

«(5) Le comité parlementaire chargé des questions de transport est automatiquement saisi du rapport visé au paragraphe (4).»

Article 23

Retrancher la ligne 24, à la page 14, et la remplacer par ce qui suit:

«mesure ou de prendre une mesure différente de la mesure recommandée; en tout état de cause, il rend publi-»

Your Committee has ordered a reprint of Bill C-163, as amended, for the use of the House of Commons at report stage.

A copy of the Minutes of Proceedings and Evidence relating to this Bill (*Issues Nos. 102, 147 and 148*) is tabled.

Respectfully submitted,

Votre Comité a ordonné la réimpression du projet de loi C-163, tel que modifié pour l'usage de la Chambre des communes à l'étape du rapport.

Un exemplaire des procès-verbaux et témoignages relatifs à ce projet de loi (*fascicules nos 102, 147 et 148*) est déposé.

Respectueusement soumis,

Le président

MAURICE A. DIONNE

Chairman

MINUTES OF PROCEEDINGS

WEDNESDAY, SEPTEMBER 28, 1983
(214)

[Text]

The Standing Committee on Transport met at 3:40 o'clock p.m. this day, the Chairman, Mr. Dionne (*Northumberland—Miramichi*) presiding.

Members of the Committee present: Messrs. Benjamin, Dionne (*Northumberland—Miramichi*), Ellis, Flis, Forrestall, Nowlan and Turner.

Alternates present: Messrs. Corriveau, Laniel and McRae.

Witnesses: From the Department of Transport: Mr. Jaffray Wilkins, Associate Deputy Minister; Mr. Paul Royer, Legal Counsel and Mr. Ken A. Johnson, Director, Aviation Safety Bureau.

The Committee resumed consideration of Bill C-163, An Act to establish the Canadian Aviation Safety Board and to amend certain Acts in consequence thereof.

The Committee resumed consideration of Clause 7.

The Committee resumed consideration of the amendment of Mr. Benjamin,—That Clause 7 be amended by adding a new subclause (d) after line 32, on page 4:

“(d) In any investigation under subclauses (a), (b) and (c), the Board shall not apportion blame or liability”

By unanimous consent, Mr. Benjamin withdrew his amendment.

On motion of Mr. Benjamin, it was agreed,—That Clause 7 be amended:

(a) by renumbering Clause 7, on page 4, as subclause 7(1)

(b) by adding a new subclause (2) immediately after line 32, on page 4:

“(2) For greater certainty, it is not the object of the Board to determine or apportion any blame or liability in connection with aviation occurrences.”

And the question being put on Clause 7, as amended, it was carried.

On Clause 11

On motion of Mr. Forrestall, it was agreed,—That Clause 11 be amended by adding a new subclause immediately after line 2, on page 6, and renumbering the present subclause (5) as subclause (6)

“(5) The report laid before Parliament pursuant to subsection (4) stands permanently referred to such committee of Parliament as is established to review matters relating to transportation.”

And the question being put on Clause 11, as amended, it was carried.

Clauses 12, 13 and 14 carried.

PROCÈS-VERBAL

LE MERCREDI 28 SEPTEMBRE 1983
(214)

[Traduction]

Le Comité permanent des transports se réunit aujourd'hui à 15h40 sous la présidence de M. Dionne (*Northumberland—Miramichi*) (président).

Membres du Comité présents: MM. Benjamin, Dionne (*Northumberland—Miramichi*), Ellis, Flis, Forrestall, Nowlan et Turner.

Substituts présents: MM. Corriveau, Laniel et McRae.

Témoins: Du ministère des Transports: M. Jaffray Wilkins, sous-ministre adjoint; M. Paul Royer, conseiller juridique et M. Ken A. Johnson, directeur, Bureau de la sécurité aérienne.

Le Comité reprend l'étude du projet de loi C-163, Loi constituant le Bureau canadien de la sécurité aérienne et modifiant d'autres lois en conséquence.

Le Comité reprend l'étude de l'article 7.

Le Comité reprend l'examen de l'amendement proposé par M. Benjamin, à savoir,—Que l'article 7 soit modifié en y ajoutant un nouveau paragraphe d) à la suite de la ligne 35, page 4:

«Dans toute enquête qu'il mènera en vertu des paragraphes a), b) et c), le Bureau ne répartira ni le blâme, ni la responsabilité.»

Par consentement unanime, M. Benjamin retire son amendement.

Sur motion de M. Benjamin, il est proposé,—Que l'article 7 soit modifié:

a) par la substitution du paragraphe 7(1) à l'actuel article 7, page 4;

b) par l'insertion, après la ligne 35, page 4, de ce qui suit:

«(2) Il demeure entendu qu'il ne relève pas de la mission du Bureau de se prononcer sur la détermination ou l'attribution des fautes ou des responsabilités relatives à des faits aéronautiques.»

Et l'article 7 ainsi modifié est adopté.

Article 11

Sur motion de M. Forrestall, il est convenu,—Que l'article 11 soit modifié par insertion, après la ligne 2, page 6, de ce qui suit:

«(5) Le comité parlementaire chargé des questions de transport est automatiquement saisi du rapport visé au paragraphe (4).»

Et l'article 11 ainsi modifié est adopté.

Articles 12, 13 et 14 adoptés.

On Clause 15

Mr. Forrestall moved,—That Clause 15 be amended by adding after the word “Act”, in line 15, the following thereto:

“and subject to the right of any witness to legal counsel and to the protection of the Canada Evidence Act including the right to give evidence in camera,”

After debate thereon, the question being put on the said proposed amendment, it was, by a show of hands, an equality of Votes: Yeas: 4; Nays: 4.

Whereupon the Chairman declined to cast a deciding vote.

Therefore, the amendment was lost.

And the question being put on Clause 15, it was carried on division.

Clauses 16 to 44 inclusive carried.

By unanimous consent, the Committee reverted to Clause 23.

On motion of Mr. Flis, it was agreed,—That Clause 23 be amended by deleting line 37, on page 14, and substituting the following therefor:

“will be taken or that the action to be taken differs from the action that has been recommended, and in any case the appropriate”

And the question being put on Clause 23, as amended, it was carried.

On the Schedule

And the question being put on the Schedule, it was carried.

On Clause 1

And the question being put on Clause 1, it was carried.

On the Title

And the question being put:

Shall the Title carry?

It was carried.

And the question being put:

Shall the Bill, as amended, carry?

It was carried.

And the questions being put:

Shall I report the Bill, as amended, to the House?

It was agreed to.

On motion of Mr. Turner, seconded by Mr. Forrestall, it was agreed,—That Bill C-163, An Act to establish the Canadian Aviation Safety Board and to amend certain Acts in consequence thereof, be reprinted for use to the House of Commons at Report Stage.

Article 15

M. Forrestall propose,—Que l'article 15 soit modifié par l'insertion, après le mot «loi» à la ligne 15, de ce qui suit:

«et sous réserve du droit qu'a tout témoin de consulter un conseiller juridique et de se prévaloir de la protection de la Loi sur la preuve au Canada, y compris le droit de témoigner à huis clos»,

Après débat, l'amendement proposé mis aux voix recueille le même nombre de voix: Pour: 4; Contre: 4.

Après quoi, le président s'abstient d'intervenir par un vote décisif.

L'amendement est donc rejeté.

L'amendement proposé à l'article 15 est adopté avec avis dissident.

Les articles 16 à 44 sont adoptés.

Par consentement unanime, le Comité revient à l'article 23.

Sur motion de M. Flis, il est proposé,—Que le paragraphe 23(5) du projet de loi C-163 soit modifié par substitution à la ligne 24, page 14, de ce qui suit:

«mesure ou de prendre une mesure différente de la mesure recommandée; en tout état de cause, il rend public».

Et l'article 23 ainsi modifié est adopté.

Annexe

L'amendement proposé à l'annexe est adopté.

Article 1

L'amendement proposé à l'article 1 est adopté.

Titre

La question mise aux voix:

Le titre est-il adopté?

Il est adopté.

La question mise aux voix:

Le projet de loi ainsi modifié est-il approuvé?

Il est approuvé.

Et l'article est mis aux voix:

Dois-je faire rapport, à la Chambre du projet de loi ainsi modifié?

Il en est ainsi décidé.

Sur la proposition de M. Turner, appuyé par M. Forrestall, il est convenu,—Que le projet de loi C-163, Loi constituant le Bureau canadien de la sécurité aérienne et modifiant d'autres lois en conséquence, soit réimprimé à l'intention de la Chambre des communes à l'étape du rapport.

At 5:02 o'clock p.m., the Committee adjourned to the call of the Chair.

A 17h02, le Comité suspend ses travaux jusqu'à nouvelle convocation du président.

Le greffier du Comité

Santosh Sirpaul

Clerk of the Committee

EVIDENCE

(Recorded by Electronic Apparatus)

[Texte]

Wednesday, September 28, 1983

• 1540

The Chairman: Order please, Mr. Ellis.

I apologize for being late, but I wanted to participate in that little debate in the House.

We shall resume consideration of Bill C-163 at Clause 7.

On Clause 7—*Object of the Board*

At our last meeting we stood Mr. Benjamin's amendment to Clause 7. Again I welcome the officials for the Department of Transport, Mr. Morrison and Mr. Lindsay. So we have stood Mr. Benjamin's motion:

(d) and any investigation under subclauses (a), (b) and (c), the board shall not apportion blame or liability.

Mr. Flis.

Mr. Flis: Mr. Chairman, when we broke last evening, I know Mr. Nowlan, Mr. Benjamin, and I agreed to give the officials a little more time to study Mr. Benjamin's amendment and maybe rework it a little. I think they have come back with a rewording that might be satisfactory to the mover of the amendment.

Mr. Benjamin: Mr. Chairman, on reading quickly the new wording, I think I can accept it and I would be prepared to withdraw my amended amendment. I would be prepared to move the amendment suggested by the officials and Mr. Flis. Or if Mr. Flis wants to move it, I am easy.

The Chairman: Mr. Benjamin, with unanimous consent of the committee you can withdraw your previous amendment. Is there unanimous consent?

Some hon. Members: Agreed.

The Chairman: Then you can move a new amendment if you wish.

Mr. Benjamin: Mr. Chairman, I would move that Bill C-163 be amended by renumbering Clause 7 on page 4 as subclause 7.(1) and by adding immediately after line 32, on page 4, the following subclause:

Restriction (2) For greater certity it is not the object of the Board to determine or apportion any blame or liability in connection with aviation occurrences.

The Chairman: We had, I think, most of the discussion on it yesterday. Is there further discussion, or are you ready for the question?

Mr. Benjamin.

Mr. Benjamin: Can I be clear on one thing from Mr. Wilkins? Aviation occurrences means not only incidents but also accidents?

TÉMOIGNAGES

(Enregistrement électronique)

[Traduction]

Le mercredi 28 septembre 1983

Le président: À l'ordre, s'il vous plaît, monsieur Ellis.

Je m'excuse de mon retard, mais je voulais participer à ce petit débat en Chambre.

Nous allons reprendre l'étude du Bill C-163, à l'article 7.

Article 7—Mission du Bureau.

Lors de notre dernière réunion, nous avons reporté la modification de M. Benjamin à l'article 7. À nouveau, je souhaite la bienvenue aux fonctionnaires du ministère des Transports, M. Morrison et M. Lindsay. Nous avons donc réservé la motion de M. Benjamin:

d) et le Bureau ne répartira aucun blâme ou responsabilité lors des enquêtes en vertu des alinéas a), b), et c).

Monsieur Flis.

M. Flis: Monsieur le président, lorsque nous avons levé la séance hier soir, M. Nowlan, M. Benjamin et moi-même, nous sommes entendus pour donner un peu plus de temps aux fonctionnaires afin qu'ils étudient l'amendement de M. Benjamin et même qu'ils le modifient quelque peu. Aujourd'hui, je pense qu'ils ont un nouveau libellé qui pourrait satisfaire le proposeur de l'amendement.

M. Benjamin: Monsieur le président, après avoir jeté un bref coup d'oeil au niveau libellé, je pense que je puis l'accepter et je serais prêt à retirer mon amendement amendé. Je serais prêt à proposer l'amendement suggéré par les fonctionnaires et par M. Flis. Ou je suis tout à fait d'accord si M. Flis veut le proposer.

Le président: Monsieur Benjamin, sur le consentement unanime du Comité, vous pouvez retirer votre amendement précédent. Y a-t-il consentement unanime?

Des voix: D'accord.

Le président: Alors, si vous le désirez, vous pouvez maintenant proposer un nouvel amendement.

M. Benjamin: Monsieur le président, je propose que le Bill C-163 soit amendé en renumérotant l'article 7 à la page 4 comme étant l'alinéa 7.1 et en ajoutant immédiatement après la ligne 35 de la même page, l'alinéa suivant:

Restriction (2) Il demeure entendu qu'il ne relève pas de la mission du Bureau de se prononcer sur la détermination ou l'attribution des fautes ou des responsabilités relatives à des faits aéronautiques.

Le président: Je pense que nous avons pas mal couvert le sujet lors de la discussion d'hier. Y a-t-il d'autres discussions ou êtes-vous prêts pour la question?

Monsieur Benjamin.

M. Benjamin: Je voudrais obtenir une précision de M. Wilkins. Les faits aéronautiques comprennent non seulement des incidents, mais également les accidents, n'est-ce pas?

[Texte]

The Chairman: That is correct. The witness has answered yes.

Clause 7 as amended agreed to.

On Clause 8—*Staff*

Clause 8 agreed to.

On Clause 9—*Director of Investigation*

The Chairman: Shall Clause 9 carry?

Mr. Ellis: Mr. Chairman, may I make the motion that I made before, that you carry all clauses up to and including . . .

The Chairman: No. We have to do them one by one, but we can do them just about as quickly. The standing orders require, or the procedures require, that we do it clause-by-clause.

Clause 9 agreed to.

On Clause 10—*Status of Board*

Clause 10 agreed to.

On Clause 11—*Head office*

The Chairman: Mr. Flis.

Mr. Flis: Mr. Chairman, this grew out of our discussion in June and I forget who it was but I think Mr. Forrestall felt that he would like to see such an amendment. So I am easy, whether he wants to move it or I can move it.

Mr. Forrestall: I served notice, Mr. Chairman, of an amendment that would require the reference.

• 1545

I am very pleased to move the reworded amendment, and would be very pleased to do so now. I move that Bill C-163 be amended by adding immediately after line 2 on page 6 the following subclause:

The report laid before Parliament, pursuant to subsection (4) stands permanently referred to such committee of Parliament as is established to review matters relating to transportation.

and by renumbering the present Clause 11.(5) as Clause 11.(6).

Amendment agreed to.

Clause 11 as amended agreed to.

On Clause 12—*Jurisdiction of Board*

On Clause 13—*Definition of "military"*

On Clause 14—*Compatible practices*

Clauses 12 to 14 inclusive agreed to.

On Clause 15—*Powers of investigators*

The Chairman: Mr. Forrestall.

Mr. Forrestall: I would move an amendment to Clause 15.(1) at line 15:

[Traduction]

Le président: En effet. Le témoin a répondu oui.

Article 7 amendé est adopté.

Article 8—Personnel.

L'article 8 est adopté.

Article 9—Directeur des enquêtes

Le président: Consentez-vous à l'adoption de l'article 9?

M. Ellis: Monsieur le président, puis-je soumettre à nouveau la motion d'adopter tous les articles jusqu'à et incluant . . .

Le président: Non. Nous devons procéder article par article mais nous pouvons le faire tout aussi rapidement. Les règlements permanents ou les procédures exigent que nous procédions ainsi.

L'article 9 est adopté.

Article 10—Statut du Bureau

L'article 10 est adopté.

Article 11—Siège

Le président: Monsieur Flis.

M. Flis: Monsieur le président, ceci découle des discussions que nous avons eues en juin, et j'oublie qui l'a mentionné, mais je pense que c'est M. Forrestall qui disait qu'il aimerait voir un tel amendement. Je suis donc tout à fait disposé à ce qu'il le présente s'il le désire, ou bien je peux le faire.

M. Forrestall: Monsieur le président, j'ai donné un avis d'amendement qui exigerait un renvoi.

Il me fait plaisir de présenter l'amendement avec le nouveau libellé et je vais le faire maintenant. Je propose que le Bill C-163 soit modifié par insertion après la ligne 2, page 6, de ce qui suit:

Le Comité parlementaire chargé des questions de transport est automatiquement saisi du rapport visé au paragraphe (4).

et par substitution à l'actuel numéro du paragraphe 11.(5), du numéro 11.(6).

L'amendement est adopté.

L'article 11 amendé est adopté.

Article 12—*Compétence du Bureau*

Article 13—*Définition de «militaire»*

Article 14—*Compatibilité des méthodes d'enquête*

Les articles 12 à 14 inclusivement sont adoptés.

Article 15—*Pouvoir des enquêteurs*

Le président: Monsieur Forrestall.

M. Forrestall: Je propose un amendement à la ligne 15 de l'article 15.(1)

[Text]

... and subject to the right of any witness to legal counsel and to the protection of the Canada Evidence Act, including the right to give evidence in camera.

The Chairman: The amendment is in Clause 15.(1) by adding at line 15 the words:

... and subject to the right of any witness to legal counsel and to the protection of the Canada Evidence Act, including the right to give evidence in camera, an investigator has the power ...

So this is just simply "in addition to". Is there any discussion on the amendment?

Mr. Flis.

Mr. Flis: Could we get some legal advice as to how this changes the intent of this section, giving the powers to the investigators?

Mr. Jaffray Wilkins (Associate Deputy Minister, Transport Canada): Could I ask Mr. Royer to speak to that, please?

The Chairman: Ask who?

Mr. Wilkins: Mr. Royer.

The Chairman: Mr. Royer.

Mr. Paul Royer (Legal Counsel, Transport Canada): Mr. Chairman, I just want to ...

The Chairman: Mr. Royer, perhaps before we hear from you, let us hear from the mover of the motion as to its intent.

Mr. Laniel: Could we have a copy of the amendment, please?

The Chairman: I only have the one copy.

Mr. Forrestall: Here is one.

The Chairman: I need one.

Mr. Forrestall: Mr. Chairman, the purpose of this is simply to give some breadth and some capacity of understanding that in fact witnesses who are compelled outside of courts of law—those very protections that indeed we extend or make available to witnesses in a court of law, just to make it clear. Just a clarification that may suffer from my absence of legal training, but it seems to me that it should be clear, and clear to those involved that, in fact, witnesses do have the right of certain protections.

The Chairman: Mr. Royer.

Mr. Royer: Mr. Chairman, the amendment covers three areas. The first one is the right of a witness to legal counsel. I just want to point out that under our law the right to counsel is only given when somebody is arrested or detained. Here, if we extend that to the kind of bill we have now, that means that anytime an investigator starts to ask questions, the right to legal counsel will be quite a precedent. If we compare all the federal legislation, where there are inspectors who may enter and interrogate people, that would be quite a change in the legal policy that has been adopted by parliament.

[Translation]

... et sous réserve du droit de tout témoin à un conseiller juridique et à la protection de la Loi sur la preuve au Canada, y compris le droit de témoigner à huis clos.

Le président: L'amendement porte sur l'article 15.(1) par l'addition à la ligne 15 des mots suivants:

... et sous réserve du droit de tout témoin à un conseiller juridique et à la protection de la Loi sur la preuve au Canada, y compris le droit de témoigner à huis clos:

C'est simplement une insertion. Y a-t-il des discussions sur l'amendement?

Monsieur Flis.

M. Flis: Les conseillers juridiques pourraient-ils nous dire de quel façon cela modifie l'intention de cette section qui accorde des pouvoirs aux enquêteurs?

M. Jaffray Wilkins (sous-ministre associé, Transports Canada): Puis-je demander à M. Royer d'y répondre, s'il vous plaît?

Le président: À qui?

M. Wilkins: M. Royer.

Le président: Monsieur Royer.

M. Paul Royer (conseiller juridique, Transports Canada): Monsieur le président, je veux simplement ...

Le président: M. Royer, avant que vous ne preniez la parole, écoutons ce que le proposeur de la motion a à dire sur son intention.

M. Laniel: Pourrions-nous avoir une copie de l'amendement, s'il vous plaît?

Le président: Je n'en ai qu'un seul exemplaire.

M. Forrestall: En voici une copie.

Le président: Il m'en faut une.

M. Forrestall: Monsieur le président, le but de cet amendement est simplement de préciser clairement que nous accordons aux témoins obligés de comparaître ailleurs que dans un tribunal, la même protection qu'ils auraient s'ils comparaissent devant un tribunal. C'est une simple précision qui souffre peut-être de mon manque de formation juridique, mais il me semble que cela devrait être clair et que ce devrait être clair pour les personnes visées qu'en fait les témoins ont droit à une certaine protection.

Le président: Monsieur Royer.

M. Royer: Monsieur le président, l'amendement porte sur trois aspects. D'abord le droit d'un témoin à un conseiller juridique. Je tiens à souligner qu'en vertu de la nouvelle loi, le droit à un conseiller juridique est simplement accordé lorsqu'une personne est arrêtée ou détenue. Ici, nous étendons ce droit à ce genre de projet de loi et cela signifie que chaque fois qu'un enquêteur commence à poser des questions, le droit à un conseiller juridique sera tout un précédent. Si nous comparons toutes les lois fédérales permettant à des inspecteurs de pénétrer dans les lieux et d'interroger des gens, ce

[Texte]

An hon. Member: That would be a good change.

Mr. Royer: Secondly, I think in practice this has not been a problem. Usually somebody who wants to be represented by a lawyer is advised in advance that he will be required to testify, and he can then bring a lawyer. If you were to put that into legislation you might hamper a little bit the board on the site of an accident; the people require their lawyer. That is the first part.

• 1550

The second part concerns the protection of the Canada Evidence Act. The protection under the Canada Evidence Act basically provides that if a witness is forced to testify in a court proceeding it will not be used against him. I submit that what we have offered in this bill, even if it is not in the context of criminal law or the context of interrogating somebody for the purpose of convicting for some kind of offence... We have better protection in Clause 28.(7), if I recall, where we provide that:

A statement obtained under this Act shall not be used against the declarant in any legal or other proceedings except civil proceedings, a prosecution for perjury or giving contradictory evidence or prosecution under Section 31.

So it seems to me that this subclause is a little bit wider than what Section 5 could bring under the Canada Evidence Act.

The third point is the right to give evidence in camera. Again, I submit that this aspect is well provided for in the bill with the privilege section concerning statements. The statements are privileged, except for the special exceptions provided in the bill. I would refer to Clause 28.(2), where we create the privilege for statements and all kinds of protection, including the protection of the identity of the witness. So I think that point is well covered.

The Chairman: Mr. Royer, would the effect of this amendment, if I may interject, be similar to giving the same thing to a suspect in a crime under police investigation?

Mr. Royer: No, not exactly. With respect to the representation of legal counsel, it would give more, because the person here is not arrested or detained. With respect to extending the Canada Evidence Act, we give a little bit more here. I have problems seeing the Canada Evidence Act, with respect to the protection of witnesses, extended here, as it would create a problem of interpretation. We have covered that aspect a little bit more fully... This amendment would create problems of interpretation in my view.

The Chairman: Are you finished, Mr. Forrestall?

Mr. Forrestall: I appreciate the explanation given by counsel, but I still have this dilemma regarding all the protections you have given this person. I am still faced with difficulties with respect to the compelling of a medical practitioner or a physician to give evidence where that

[Traduction]

serait tout un changement à la politique juridique qui a été adoptée par le Parlement.

Une voix: Ce serait un excellent changement.

M. Royer: Deuxièmement, je pense qu'en pratique, cela n'a pas été un problème. Habituellement, la personne qui veut être représentée par un avocat est avisée d'avance qu'elle devra témoigner et peut donc se faire accompagner d'un avocat. Si vous deviez inclure cela dans cette loi, vous pourriez nuire quelque peu à ce que peut faire le Bureau sur les lieux d'un accident; les gens exigeraient la présence de leur avocat. Voilà pour la première partie.

La deuxième partie concerne la Loi sur la preuve au Canada. Cette loi prévoit que tout témoignage effectué dans le cas d'une procédure juridique ne peut être utilisé contre le déclarant. C'est ce que nous avons essayé d'accomplir dans ce projet de loi, même s'il ne relève pas du droit criminel, et qu'il n'est pas question d'interroger quelqu'un dans le but d'essayer d'obtenir une condamnation. Le paragraphe 28(7) offre une bonne protection. Le voici:

Il ne peut être fait usage des déclarations obtenues en vertu de la présente loi contre le déclarant, dans une procédure judiciaire ou autre à l'exclusion des procédures civiles, d'une poursuite pour parjure, ou pour témoignage contradictoire ou d'une poursuite intentée sous la régime de l'article 31.

A mon avis, cette disposition est un peu plus générale que l'article 5 de la Loi sur la preuve au Canada.

La troisième question que je voulais aborder est celle du droit de témoigner à huis clos. Je trouve que la disposition du projet de loi concernant la protection des déclarations est tout à fait satisfaisante. Il y est précisé que les déclarations sont protégées sauf exceptions et ces dernières sont énumérées. Le paragraphe 28(2) traite de la question de la protection de certaines déclarations y compris la protection de l'identité du témoin. Je trouve cette disposition tout à fait suffisante.

Le président: Monsieur Royer, cet amendement aurait-il la même incidence dans le cas d'une personne soupçonnée d'un crime qui ferait l'objet d'une enquête policière?

M. Royer: Non, pas tout à fait. Cette disposition prévoit beaucoup plus de droits, par exemple dans le cas de la représentation juridique, car il ne s'agit pas d'une arrestation ou d'une détention. Nous accordons également plus de droits que la Loi sur la preuve au Canada. Les dispositions de cette loi pourraient difficilement s'appliquer dans ce cas-ci, car elles soulèveraient un problème d'interprétation. Or, nous avons traité de cet aspect un peu plus dans les détails. À mon avis, cet amendement susciterait des problèmes d'interprétation.

Le président: Avez-vous terminé, monsieur Forrestall?

M. Forrestall: J'aimerais remercier le conseiller juridique de ses explications, mais tous ces degrés de protection accordée à une personne me posent un dilemme. Mon problème concerne l'obligation imposée à un professionnel de la santé, ou à un médecin de témoigner dans les cas où ces témoignages sont

[Text]

evidence, in fact, is compellable under provincial law. I still have the twin difficulties of leading the horse to water, but he is not drinking . . . I want to facilitate the investigator. I do not want to deprive him of information that he might otherwise obtain. If the person or the individual has some doubt or some fears as to the consequence of his giving accurate information . . .

Our medical schools drum into our young doctors the need for keeping accurate records. Those records will deteriorate in their fullness if a doctor feels that at some time he may have to give information that he does not want to give—for example, judgmental information. It just seems to me that if it is clear in the act what happens to what is said and what protections that person has, he will be intimidated by the massiveness of what is happening to him.

• 1555

I want there to be no doubt in his mind that he can in fact speak freely and openly and frankly. Under these authorities and these powers I would hesitate to say anything, because it could in fact be used against you, notwithstanding anything else in the bill. You could be called; you might expose yourself to being called at another level of proceedings and under other processes.

I am not happy with it. If it does not deter or does not in any way impair it, if it lends a little bit of clarification, I might appeal to the member to let it go through. If, on the other hand, it takes away from the bill or in any way would make the job of the investigator more difficult, then of course that is not my intent. My intent is to produce as good a bill as we possibly can. It occurs to me that this might be a step in the right direction.

The Chairman: Mr. Benjamin.

Mr. Benjamin: Mr. Chairman, I do not know if anybody else in this committee or any of the officials have ever been subjected to having a statement taken from them in the event of an occurrence. I have had the experience, being subjected to a statement being taken from me as a result of an occurrence in which three people were killed and 27 injured. Not only could I not have legal counsel, I could not even have somebody from the union sitting with me; and I was just a frightened kid.

The Chairman: I cannot imagine you ever having been frightened, Mr. Benjamin. But I will accept that.

Mr. Benjamin: Well, Mr. Chairman, you only have to go through that once or twice and you understand why somebody should be with you.

I think Mr. Forrestall's amendment is extremely proper, as a result of my own experiences and as a result of the consequences of various and sundry hearings, royal commissions, coroners' inquests, and trials. A conscientious employee who is willing to make a statement and give evidence in order to see to it that it does not happen again is not going to be interested in nailing or blaming somebody, or naming names. It creates a problem that the employee jeopardizes himself either by self-

[Translation]

obligatoires en vertu de la loi provinciale. On peut toujours mener le cheval à l'abreuvoir, mais de là à le faire boire . . . Je voudrais faciliter la tâche à l'enquêteur. Je ne voudrais pas qu'il soit privé de renseignements qu'il pourrait obtenir d'une autre façon. Si une personne a des doutes ou des craintes quant aux conséquences de la divulgation de renseignements exacts . . .

Nos facultés de médecine insistent beaucoup auprès des jeunes médecins sur la nécessité de conserver des dossiers exacts. Ces dossiers cesseront très vite d'être complets si les médecins craignent ne devoir fournir des renseignements qu'il leur répugnerait de divulguer, comme par exemple, des jugements personnels. Il me semble que si la loi décrit clairement le traitement accordé aux déclarations, et la protection accordée à la personne, que cette dernière ne pourra faire autrement que d'être intimidée par l'énormité de ce qui lui arrive.

Je voudrais qu'il n'y ait aucun doute quant à leur liberté de s'exprimer librement, ouvertement et franchement. Cette disposition me ferait beaucoup hésiter à dire quoi que ce soit car mes propos pourraient être utilisés contre moi, sans égard aux autres dispositions du projet de loi. On pourrait me rappeler pour témoigner à une autre étape du processus.

Cela ne me convient pas du tout. Si cela peut aider le projet de loi sans créer de problèmes, je vous incite à l'adopter. Sachez toutefois que je ne voudrais pas entraver les enquêteurs dans l'accomplissement de leur devoir. Mon but ultime est la présentation d'un projet de loi aussi efficace que possible. Il me semble que c'est un pas dans la bonne direction.

Le président: Monsieur Benjamin.

M. Benjamin: Je ne sais pas si un membre de ce Comité ou un des fonctionnaires a déjà été tenu de faire une déclaration dans le cas d'un incident quelconque. J'ai eu cette expérience et j'ai dû faire une déclaration à la suite d'un accident où trois personnes sont décédées et 27 ont été blessées. Non seulement n'ai-je pu obtenir de conseil juridique, je n'ai même pas pu être accompagné par mon représentant syndical. J'étais jeune et intimidé.

Le président: J'ai de la difficulté à vous imaginer en jeune peureux, monsieur Benjamin. Mais je vais vous croire.

M. Benjamin: Eh bien, monsieur le président, une ou deux fois suffisent pour comprendre l'importance d'être accompagné.

L'amendement de M. Forrestall est tout à fait à propos si je me fonde sur ma propre expérience de diverses audiences, commissions royales, enquêtes du coroner et procès. Un employé consciencieux disposé à faire une déclaration et un témoignage pour empêcher qu'un accident se reproduise ne cherche pas à nommer qui que ce soit ou à rejeter le blâme sur qui que ce soit. Cela ne peut que nuire à l'employé lui-même

[Texte]

incrimination, or more importantly jeopardizes his relations with his fellow employees and with his employment, his employer.

Mr. Turner, I am sure, can verify—he has had more experience than I have had with the business of taking of statements by officers of the railway. You could not have legal counsel with you. You could not have a representative from the union to advise you. You ended up signing something you did not really understand what the hell it was you signed!

I am sorry, Mr. Chairman. I think this amendment is proper.

The Chairman: Mr. Flis.

Mr. Flis: I guess what bothers me about the amendment is that if we put it in it would sort of tarnish the whole bill, because the whole intent of the bill is to get accurate testimony without putting any blame or fault on any agency or person. That is why I do not know why the concern, because whoever appears, whatever is given, there is no intent to put blame on that witness or find fault.

The other thing that concerns me, sort of, is we are treating this witness as a criminal who has been detained or charged. I would like to see a distinction there. I think I would feel a little easier if I know I am not being called on as a criminal, I am being called as a witness to promote safety in aviation.

Mr. Benjamin: They treat you like a criminal, I can tell you.

Mr. Forrestall: I would just like the jury to read paragraph (e); that is where it arose. I had thought—because it is not just there, it is throughout the entire process.

• 1600

There are processes in place, provincial statute and federal statute, which in fact are there to protect the rights of individuals. I do not want to argue the content of the Charter of Rights, but it could be argued very easily that you are outside of at least the bounds of reasonable doubt.

Mr. Flis: But he does not jeopardize the person or whatever evidence that person produces; whatever evidence he gives could not be used as finding fault with that person or that agency.

The Chairman: All right, Mr. Nowlan, it is your turn.

Mr. Nowlan: Well, very briefly and very quickly, I was interested in the explanation from Mr. Royer. Part of what he said I am certainly more or less in agreement with, but I must say—as Mr. Forrestall mentioned as we were talking here earlier—I think the statement he made first, about the three reasons, that a witness was not entitled to legal counsel... I would have to go back and look at our constitutional debate; I cannot remember the section, but I think that flies right in the face of one of these rights that we now have guaranteed in our Constitution. But even if it is not in the Constitution, when you

[Traduction]

ainsi que nuire à ses rapports avec ses confrères et son employeur.

M. Turner pourra le confirmer. Il a eu beaucoup plus d'expériences que moi pour ce qui est d'obtenir des déclarations d'agents de chemin de fer. L'on ne pouvait pas se faire accompagner d'un conseiller juridique ni d'un représentant syndical. Les pauvres employés devaient signer un document qu'ils ne comprenaient pas vraiment et tant pis pour eux!

Je m'excuse, monsieur le président. Je pense que cet amendement est tout à fait souhaitable.

Le président: Monsieur Flis.

M. Flis: Ce qui me préoccupe, c'est que si nous adoptons cet amendement, toute la nature du projet de loi sera salie, en quelque sorte. En effet, son but est d'obtenir des témoignages exacts sans rejeter le blâme ou la faute sur quelque organisme ou particulier que ce soit. C'est pourquoi je ne comprends pas vos inquiétudes. En effet, quelle que soit l'identité du témoin ou la nature du témoignage, il n'y a aucune intention de rejeter le blâme sur le témoin.

L'autre aspect qui me préoccupe, c'est qu'il me semble que l'on traite le témoin comme un criminel qui a été détenu ou accusé. J'aimerais que l'on établisse la distinction. Il me semble que je me sentirais beaucoup plus à l'aise si je savais que l'on ne me considérerait pas comme un criminel, mais bien comme un témoin venu témoigner, dans le but de contribuer à la sécurité aérienne.

M. Benjamin: Laissez-moi vous dire qu'on vous traite comme un criminel.

M. Forrestall: Le jury veut-il avoir l'amabilité de lire l'alinéa (e)? C'est là où tout a commencé. J'ai pensé—parce que ce n'est pas simplement là, mais dans tout le processus.

Il y a des mécanismes en place, des lois provinciales et fédérales, justement pour protéger les droits des individus. Je ne veux pas discuter du contenu de la Charte des droits, mais il serait très facile de faire valoir qu'à tout le moins, vos arguments ne répondent pas aux critères d'un doute raisonnable.

M. Flis: Mais cela ne met pas en danger la personne ou le témoignage que cette personne pourrait donner; quel que soit le témoignage qu'elle donne, on ne pourrait s'en servir pour déterminer que c'est ce témoin ou cet organisme qui est en faute.

Le président: Très bien, monsieur Nowlan, c'est votre tour.

M. Nowlan: Très brièvement et très rapidement, l'explication que M. Royer nous a donnée m'a intéressé. Je suis certainement plus ou moins d'accord avec une partie de ce qu'il a dit, mais je dois avouer—comme l'a mentionné M. Forrestall alors que nous en discussions plus tôt—que je crois que sa première affirmation, au sujet des trois raisons pour lesquelles un témoin n'a pas droit à un conseiller juridique... Il me faudrait réexaminer notre débat sur la Constitution; je ne me souviens pas de la disposition, mais je crois que ces explications vont tout à fait à l'encontre de l'un des droits qui nous sont

[Text]

yourself pointed out Clause 28.(2), talking about, in effect, the privilege of the statement . . .

To me, Mr. Chairman, if you have a statement that the bill itself talks about privilege—and this amendment—frankly the Canada Evidence Act does not protect the information obtained in the statement from being used later in seeking information and putting questions. You just cannot use the statement directly, as far as what I used to appreciate what the Canada Evidence Act in itself . . . You get the information in a statement; the Canada Evidence Act just makes sure you protect the person from confronting them with the statement later. The information contained in the statement is usable by getting further information to put to the fellow later on, if there is a subsequent litigation. But to me, when you read the two—the amendment, the purport of the amendment, the right of counsel, which to me is the guts of the thing—obviously you are not going to have . . . I mean, this is an investigation, this is a board, this is an investigator. I do not understand how we could say that denial of the right of counsel is going to pervert the purpose of this bill.

I look at Clause 28.(2), which Mr. Royer referred us to, talking about the effect of the statement, the privilege of the statement. When you get into that type of privilege, then I do agree with Mr. Benjamin. I think that is all the more reason why in the statement a person, a Canadian—if he wants—should be entitled to counsel, especially if he or she knows that whatever the occurrence was is obviously going to involve litigation; that person may be right up the creek without a paddle. I think it is just elementary justice that in the initial stage, when all the facts . . . I used to do litigation and adjusters' statements and all those things. Listen, that is the basis for the lawsuit three years down the road.

If it is something fundamental, like an incident or occurrence involving loss of life and a lot of damage, I think the person that knows in his heart he may be tabbed with it, even though the board is not going to assess the blame and liability, should have the protection of at least counsel.

An hon member: He needs more than that.

The Chairman: Mr. Benjamin.

Mr. Benjamin: Mr. Chairman, to add to what Mr. Nowlan has just had to say, once you have signed a statement . . . Every member of this House of Commons has had countless cases just with unemployment insurance, let alone anything else, where people have made statements and signed them after they had been asked leading questions, which automatically eliminated them from UIC benefits. They signed them in total innocence and ignorance because they had to do that in order to qualify for UIC benefits.

[Translation]

maintenant garantis dans notre Constitution. Et même si on ne trouve rien à ce sujet dans la Constitution, lorsque vous-même avez donné l'exemple de l'article 28(2), en parlant de la protection des déclarations . . .

A mon avis, monsieur le président, si dans le projet de loi même, il est fait mention du privilège—et le présent amendement—très franchement, la Loi sur la preuve au Canada n'empêche pas les renseignements obtenus dans la déclaration d'être invoqués plus tard pour obtenir plus d'informations ou poser des questions. Vous ne pouvez utiliser la déclaration directement, du moins de la façon dont j'ai toujours compris la Loi sur la preuve au Canada . . . Vous obtenez les renseignements dans une déclaration; la Loi sur la preuve au Canada vous empêche tout simplement de confronter le témoin avec cette même déclaration plus tard. Néanmoins, les renseignements que contient la déclaration peuvent servir à obtenir plus de renseignements que vous pourrez utiliser dans vos questions au témoin plus tard, s'il y a des poursuites subséquentes. Néanmoins pour ma part, si je lis les deux—l'amendement, l'objectif de cet amendement, d'accorder le droit à un conseiller, à mon avis l'aspect essentiel de l'affaire—manifestement, vous n'aurez pas . . . Après tout, il s'agit d'une enquête, il s'agit d'un bureau, il s'agit d'un enquêteur. Je ne comprends pas comment on puisse prétendre que d'accorder le droit à un conseiller va «pervertir» les objectifs du présent projet de loi.

Je regarde l'article 28(2) auquel M. Royer nous a renvoyés, où il est question de l'effet de la déclaration, du fait que la déclaration est protégée. Lorsqu'il s'agit de ce genre de protection, alors je suis d'accord avec M. Benjamin. J'estime que c'est une raison de plus pourquoi dans une déclaration, une personne, un Canadien—s'il le souhaite—devrait avoir droit à un conseiller, surtout s'il ou si elle sait que cet incident quelconque va manifestement entraîner des poursuites; cette personne risque de se retrouver dans l'eau bouillante. J'estime que cela revient à la justice la plus élémentaire qu'à la première étape, alors que tous les faits . . . J'ai eu par le passé à m'occuper des poursuites et des déclarations d'experts en sinistres et des choses du genre. Ecoutez, c'est justement sur de telles situations que reposent les poursuites qui ont lieu trois ans plus tard.

S'il s'agit d'un événement important, un incident ou un accident qui comporte pertes de vie et beaucoup de pertes matérielles, je crois que la personne qui sent qu'elle risque d'en être tenue responsable, même si le Bureau n'est pas là pour déterminer la faute et la responsabilité, cette personne dis-je devrait au moins avoir un conseiller pour sa protection.

Une voix: Elle a besoin de beaucoup plus.

Le président: Monsieur Benjamin.

M. Benjamin: Monsieur le président, outre ce que M. Nowlan vient tout juste de dire, une fois que vous avez signé une déclaration . . . Tous les députés à la Chambre des communes ont vu nombre de cas d'assurance-chômage, sans parler du reste, où les gens font des déclarations, les signent après avoir répondu à des questions incriminantes qui élimineront automatiquement leur droit aux prestations de l'assurance-chômage. Ils signent ces déclarations en toute innocence

[Texte]

When you get into a . . . You know, like I did on more than one occasion after a train wreck; they are taking statements, and you end up signing something. My God! What did I do? I did not know.

• 1605

Somebody, anybody—it does not have to be a lawyer, but somebody who has a lot more experience and knowledge and is a representative of my organization or whatever, is sitting there with me, and before I sign on the dotted line—because this Clause 15 says “by statutory declaration or otherwise” when you get down to paragraph (e). Mr. Forrestall was heading it off up here in an earlier paragraph.

Damn it, if there is an investigative inquiry of any kind, those being questioned are entitled to have anyone of their choice with them. It is not some damn kind of kangaroo court or self-incrimination or jeopardizing their employment. If you want forthcoming information from witnesses, of course there is no argument; the Crown has the right to compel you to attend by subpoena or under a charge. There is no argument about that. But those who are compelled by subpoena or by a criminal or civil charge to appear are entitled to have whoever the hell they want with them. Surely, that is nothing more than simple justice, and I do not know what all the fuss is about by including this amendment in the bill.

The Chairman: Mr. Wilkins, is there anything in the bill as it is presently written to preclude a person who is being questioned from having legal counsel?

Mr. Wilkins: Nothing that I am aware of, no, Mr. Chairman. At the present time, it is the practice of the Aviation Safety Bureau to accord to anyone who wishes it the right to be represented, be it by a lawyer or—perhaps more frequently—by a union or association representative.

The Chairman: In your opinion, would this amendment—I asked the question before but I did not get an answer that I understood, to be honest with you. Would this amendment render much more difficult the gathering of information?

Mr. Wilkins: It might potentially slow it down, as Mr. Royer said. We feel that there is more than adequate protection in a number of other clauses in the bill, and the necessity for this does not seem to be self-evident.

The Chairman: Mr. Turner.

Mr. Turner: Mr. Chairman, like Mr. Benjamin, as a former railroader I attended 10 inquests where we killed people at road crossings. I was under great pressure at the inquest, and the first question I was asked by a CNR counsel was whether I wanted the protection of the Canada Evidence Act, which I agreed to. I was led to believe that this protected me in case of further court action by the family if they sued the railroad.

[Traduction]

et ignorance, car ils doivent le faire afin d'être admissibles aux prestations de l'assurance-chômage.

Lorsque vous êtes dans . . . Vous savez, comme cela m'est arrivé à plus d'une reprise après un accident ferroviaire; on prend des déclarations, et vous vous retrouvez en train de signer quelque chose. Mon dieu! Qu'est-ce que j'ai fait! Je ne le savais pas.

Quelqu'un, n'importe qui—pas nécessairement un avocat, mais quelqu'un qui a beaucoup d'expérience et de connaissances, qui est le représentant de mon association, qui serait là avec moi, avant que je ne signe au bas de la page . . . car cet article 15 précise à l'alinéa e) «d'une déclaration prévue par une loi ou de toute autre façon». M. Forrestall en parlait au sujet d'un alinéa précédent.

Diable, s'il y a la moindre enquête, ceux qui sont interrogés ont droit à être accompagnés par la personne de leur choix. Il ne s'agit pas d'un tribunal irrégulier ou de s'incriminer ou de mettre en péril son emploi. Vous voulez que les témoins donnent librement des renseignements, c'est bien cela. La Couronne a le droit de les contraindre soit par sommation, soit en les inculquant. Je ne le conteste pas. Néanmoins, toute personne contrainte à comparaître soit par sommation ou par inculpation criminelle ou civile a le droit d'être accompagnée par la personne de son choix, que diable. N'est-ce pas là la justice la plus élémentaire, et je ne vois vraiment pas pourquoi on fait tant d'histoires pour inclure cet amendement dans le projet de loi.

Le président: Monsieur Wilkins, est-ce que quelque chose dans le projet de loi tel que rédigé actuellement empêche une personne interrogée d'avoir un conseiller juridique?

M. Wilkins: Pas à ma connaissance, non, monsieur le président. À l'heure actuelle, le Bureau canadien de la sécurité aérienne a comme habitude d'accorder à quiconque le souhaite, le droit d'être représenté, soit par un avocat ou—peut-être plus fréquemment—par un représentant syndical.

Le président: À votre avis, le présent amendement aurait-il—j'ai posé la question auparavant, mais je n'ai pas obtenu de réponse que je pouvais comprendre, à vrai dire. Serait-il plus difficile d'obtenir des renseignements si le présent amendement était adopté?

M. Wilkins: Cela pourrait éventuellement ralentir les choses, comme l'a dit M. Royer. Nous estimons qu'on trouve des mécanismes adéquats de protection dans plusieurs autres dispositions du projet de loi et que la nécessité du présent amendement ne semble pas évidente.

Le président: Monsieur Turner.

M. Turner: Monsieur le président, comme M. Benjamin, comme ancien employé des chemins de fer, j'ai assisté à dix enquêtes suite à des accidents mortels aux passages à niveau. Je faisais l'objet de grandes pressions à et la première question que m'a demandée l'avocat du Canadien National, c'était si je voulais être protégé en vertu de la Loi sur la preuve au Canada, ce que j'ai accepté. On m'avait porté à croire que

[Text]

Now, does Clause 28.(2):

Where a statement is obtained by the Board or an investigator under this Act, it is privileged and no person who receives it, including any person to whom access is provided under this section, shall knowingly release it or permit it to be released to any person except as provided by this Act, required by law or authorized in writing by the declarant.

Does this take care of Mr. Forrestall's amendment, in your opinion?

Mr. Royer: Mr. Chairman.

The Chairman: Yes, Mr. Royer.

Mr. Royer: I think it is false to assume that when you give testimony—and you took the example of a railway inquest—and you get the protection of the Canada Evidence Act that you will be protected in civil proceedings. That was a wrong impression.

I just want to point out that all the examples that have been given are examples where one of the roles of the body investigating was to put blame or liability. In this case we have, I think, made clear that was not the purpose at all.

• 1610

Mr. Turner: Do you suggest that I was misled by the counsel of the CNR and that I could have been sued?

An hon. Member: [*Inaudible—Editor*] I was not there.

Mr. Turner: I know that. I have been in a lot of investigations. As a former union representative I had to represent people who violated the rules, and the company always hung its hat on Rule 108, which says that a safe course must be taken and no risks run. That strictly eliminated the company as far as being sued was concerned. They always hung it on the employee. They always had a way out. I am concerned that this may do the same thing to the employee and I think it is wrong.

The Chairman: Mr. Flis.

Mr. Flis: I hear the call for the question. So just one last intervention. On Page 260, Section 56 of the Dubin Report, Justice Dubin makes it very clear:

Investigators should have the right to compel persons being interviewed to answer questions put to them and the enabling statute should provide that such answers are not admissible in evidence against the maker in criminal or disciplinary proceedings.

And if you read the rest of Section 28 and Section 9, the proposed regulations give that protection. So I think it is redundant. The amendment is redundant.

The Chairman: Mr. Nowlan.

[Translation]

j'étais ainsi protégé si la famille intentait des poursuites à la Société des chemins de fer.

Or, l'article 28.(2) dit:

Les déclarations obtenues par le Bureau ou un enquêteur en application de la présente loi sont protégées. Sous réserve des autres dispositions de la présente loi, d'une obligation légale ou d'une autorisation écrite du déclarant, nul ne peut sciemment, notamment s'il s'agit de personnes qui y ont accès au titre du présent article, les communiquer ou les laisser communiquer.

Est-ce que cela a le même effet que l'amendement de M. Forrestall, à votre avis?

M. Royer: Monsieur le président.

Le président: Oui, monsieur Royer.

M. Royer: Je crois que l'on aurait tort de supposer, lorsque l'on témoigne—et vous avez donné comme exemple une enquête ferroviaire—et qu'on invoque la protection de la Loi sur la preuve au Canada, qu'on sera protégé dans l'éventualité de poursuites civiles. C'est là une fausse impression.

Je tiens également à souligner que tous les exemples donnés portent sur des organismes enquêteurs dont l'un des rôles est de déterminer la faute, ou la responsabilité. Dans le présent cas, nous avons, je crois, fait clairement comprendre que ce n'était pas du tout l'objectif.

M. Turner: Est-ce dire que j'ai été mal renseigné par le conseiller juridique du CN et qu'on aurait pu tenter des poursuites contre moi?

Une voix: (Intervention inaudible) . . . je n'étais pas là.

M. Turner: Je le sais. J'ai participé à bon nombre d'enquêtes. J'ai déjà été délégué syndical et j'ai dû représenter des gens qui avaient violé le règlement; la compagnie a toujours invoqué le règlement 108 selon lequel la sécurité doit primer et qu'aucun risque ne doit être couru. Grâce à cette mesure, il était impossible d'intenter des poursuites contre la compagnie. On s'en prenait toujours à l'employé. La compagnie se tirait toujours d'affaires. Cette mesure pourrait faire en sorte que l'employé serait dans cette même situation, ce qui est inacceptable, à mon avis.

Le président: Monsieur Flis.

M. Flis: On demande de mettre la question aux voix. Permettez-moi de faire une dernière intervention. Je vous cite un extrait du rapport Dubin dont le message est très clair. Il s'agit de la recommandation 56 de la page 291.

Les enquêteurs devraient avoir le droit d'obliger les personnes interrogées à répondre aux questions, et la loi d'habilitation devrait stipuler que les réponses de ces personnes ne peuvent être admises comme preuve contre elles en cas de poursuites criminelles ou de mesures disciplinaires.

Lisez le reste de l'article 28 et l'article 9; les règlements que l'on propose assurent cette protection. Cet amendement est donc superflu.

Le président: Monsieur Nowlan.

[Texte]

Mr. Nowlan: I understand what Mr. Flis said, and I certainly understand what Mr. Turner said, which is really the answer to Mr. Flis. I understand the section and what Mr. Dubin said there. But the fact of the matter is that in litigation if you are getting into that route, after the investigation, under the protection of the Canada Evidence Act or this privilege section here, you could not confront the witness and say: "You said such and such and so and so before the board investigating this aviation occurrence four months ago." But the very fact that I know that information was given I, as a lawyer in a subsequent proceeding, can use that information to come around the backside of Mr. Turner's dilemma at the crossing and say: "Ask him questions without referring directly to the board evidence." In other words, I cannot confront Mr. Turner and say: "You are lying today, because you said something yesterday". But I can certainly use the same information to pin his ears back and/or find fault in the subsequent litigation.

That is the reality of the legal process and our only point, with respect, is that you . . . We will make it a little slower. I understand that quite frankly the majority of people in most cases, even now when they are entitled to counsel, do not ask for counsel in the early days if the investigator is really on the spot. But I certainly think that if there is a request for counsel, something that fundamental and important . . . I really do think it is the case of the Charter of Rights, but I am not clear on my authority on that. I really think we remove the doubt at least by putting this in.

The Chairman: All right. Mr. McRae.

Mr. McRae: Just one question. I am concerned about this too, and I just want to ask if we can assume then that there is no protection in this act, including the Canada witness act that would in any way protect someone from future court suits if they gave information willingly but without counsel and, therefore, gave information that they really should not have given, and by not protecting themselves that they could be sued at a future date? Is that correct?

Mr. Royer: In civil proceedings, yes, they could be sued.

Mr. McRae: All right. Now, number two, I cannot recall which justice made the statement, but there was a statement made today by some senior court official or at least that I heard today, saying that with the Bill of Rights that parliament is not supreme; that parliament cannot enact legislation that confronts the Bill of Rights, or upsets the Bill of Rights, and I think that is as it should be. In this situation are we putting ourselves in a spot where we, today, knowing what the courts are thinking, are we setting up a situation where this act will be upturned in the court because of the lack of this kind of an amendment, given the Bill of Rights? I am not a lawyer, and therefore I am asking you for legal advice since I do not have that kind of information otherwise.

The Chairman: I think, Mr. McRae, that you are probably comparing apples and oranges. Either the court ruling you are talking about is the federal court of Canada ruling that those who are opposed to the testing of cruise missiles have a right to take it to court . . . But I will allow the witness to answer. That is all.

[Traduction]

M. Nowlan: J'ai compris ce qu'a dit M. Flis; j'ai certainement compris ce qu'a dit M. Turner; les propos de ce dernier répondent à la question de M. Flis. Je comprends l'article et l'opinion de M. Dubin. Mais il n'en demeure pas moins que, dans un litige, puisqu'on parle de litige, à la suite de l'enquête il n'est pas possible d'interpeller un témoin pour lui dire: «Vous avez répondu telle ou telle chose aux enquêteurs au sujet de l'accident qui s'est produit il y a quatre mois». Le témoin est protégé par les dispositions de la Loi sur la preuve. Par contre, étant avocat et sachant cela, je peux utiliser ces renseignements pour contourner le problème de M. Turner: il suffit de poser des questions aux témoins sans faire une allusion directe aux témoignages. Autrement dit, je ne peux pas interpeller M. Turner en ces termes: «Vous mentez aujourd'hui car vous ne dites pas la même chose qu'hier». Mais je peux certainement utiliser les mêmes renseignements pour le coincer et peut-être trouver à redire au litige subséquent.

Voilà ce qu'est en réalité le processus légal . . . Je vais ralentir un peu pour que vous compreniez mon raisonnement. Si j'ai bien compris, dans la plupart des cas, les gens ne demandent pas l'avis d'un conseiller juridique, même s'ils y ont droit au début de l'enquête s'ils se trouvent devant l'enquêteur. Je ne sais pas exactement d'où je tiens cela, mais il me semble que cela relève de la Charte des droits de pouvoir faire appel à un conseiller juridique; par conséquent, il me semble que nous pourrions élucider cette affaire en le précisant dans la loi.

Le président: Merci. Monsieur McRae.

M. McRae: Je n'ai qu'une question à poser. Supposons que les dispositions de cette loi et de la loi sur les témoignages au Canada ne protègent pas un témoin qui a donné certains renseignements de bon gré mais sans bénéficier de l'avis d'un conseiller juridique, que ce témoin ait fait part de renseignements qu'il n'aurait pas dû divulguer; dans ce cas, pourrait-on intenter des poursuites contre ce témoin à une date ultérieure? Ai-je bien compris qu'on le pourrait?

M. Royer: Oui, on pourrait intenter des poursuites au civil.

M. McRae: Bon. Une deuxième question. Je ne me souviens pas qui a fait cette déclaration, mais aujourd'hui, on a dit que grâce à la Charte des droits, le Parlement n'était plus suprême, qu'il ne pouvait pas adopter une loi qui ne respecterait pas ou qui violerait la Charte des droits; ce qui est bon, à mon avis. Puisque l'on connaît l'avis des tribunaux sur cette question, ne nous plaçons-nous pas dans une situation où cette loi ne sera pas acceptée par les tribunaux qui invoqueraient la Charte des droits si cet amendement n'est pas accepté? Je ne suis pas avocat; voilà pourquoi je m'adresse à vous pour obtenir des conseils à ce sujet.

Le président: Monsieur McRae, vous comparez probablement des pommes et des oranges. Vous parlez peut-être d'une décision de la Cour fédérale du Canada selon laquelle ceux qui s'opposaient aux tests du missile Cruise au Canada pouvaient intenter des poursuites devant les tribunaux . . . Quoi qu'il en soit, je permettrai au témoin de répondre. Voilà.

[Text]

• 1615

Mr. McRae: I must say that I did not want to get involved in the cruise missile and I am not particularly fond of that thing going to court. I want to make that quite plain. But what I am trying to do is say, if this is going to be the interpretation that the court has on all issues involving legislation, then are we setting up a situation here where the court could rule that this particular bill is unconstitutional without this kind of safeguard?

Mr. Royer: Mr. Chairman, I am not familiar with the court case that is being referred to, but my answer is that when we drafted the bill we took great care to make sure that it would be upheld if brought to court, as far as human rights would be concerned.

Mr. McRae: Are you saying as far as the new Bill of Rights is concerned, as far as the new Constitution is concerned, you believe that this bill would not in any way be upturned by a court ruling?

Mr. Royer: As far as we know the interpretation of the court now, yes. We think it would be upheld.

The Chairman: Mr. Turner.

Mr. Turner: Mr. Royer, does Clause 29.(5) take care of what Mr. Forrestall is attempting to do?

(5) A report made to the Board under a voluntary reporting system established by regulations made under subsection (1) shall not be used against the person who made the report in any legal or other proceedings.

Now, does that do exactly what he wants to do?

Mr. Royer: Not exactly, Mr. Chairman. Somebody could report through that channel, but it is a system that is separate, that would be established by the regulation. What is referred to in Clause 15 is the investigator using his powers of interrogation.

The Chairman: All those in favour—Mr. Benjamin.

Mr. Benjamin: Go ahead and put the question and I will . . .

The Chairman: All right.

It is moved by Mr. Forrestall that Bill C-163 be amended in Clause 15.(1) at line 15 by adding after the word "Act":

. . . and subject to the right of any witness to legal counsel and to the protection of the Canada Evidence Act, including the right to give evidence in camera, an investigator has the power . . .

et cetera.

All those in favour of the amendment, raise their hands. All those opposed to the amendment, raise their hands.

Since the amendment did not receive a majority of the votes cast, it is not carried.

Amendment negatived.

[Translation]

M. McRae: Je tiens à préciser une chose: je ne veux pas discuter du missile Cruise aujourd'hui; je ne suis pas d'accord qu'il faille s'en remettre aux tribunaux. Mais voici: si le tribunal l'entend ainsi dans tous les cas où on conteste une loi, nous sommes en train de créer une situation où un tribunal pourrait décider que ce genre de projet de loi n'est pas constitutionnel s'il ne comporte pas des garanties de ce genre, n'est-ce pas?

M. Royer: Monsieur le président, je ne suis pas au courant de la cause à laquelle on fait allusion; quoi qu'il en soit, en rédigeant le projet de loi, nous avons tâché de faire en sorte qu'il soit conforme à la Charte des droits et qu'il soit accepté par les tribunaux, dans l'éventualité d'un litige.

M. McRae: À votre avis, dans l'éventualité d'une contestation, un tribunal ne pourrait pas décider que ce projet de loi ne respecte pas la Charte des droits ou la Constitution; est-ce bien ce que vous dites?

M. Royer: Oui, dans la mesure où l'interprétation des tribunaux reste la même. Nous croyons que le projet de loi serait accepté.

Le président: Monsieur Turner.

M. Turner: Monsieur Royer, le paragraphe 29(5) ne répond-il pas à la question de M. Forrestall? Je vous en fais la lecture:

(5) Il ne peut être fait usage, dans aucune procédure judiciaire ou autre, des renseignements fournis au Bureau de façon facultative, conformément au paragraphe (1), contre leurs auteurs.

N'est-ce pas exactement ce qu'il entend faire?

M. Royer: Pas exactement, monsieur le président. Des renseignements pourraient être fournis de façon facultative, mais il s'agit d'une autre façon de procéder qui serait règlementée. À l'article 15, on fait allusion à l'enquêteur et à ses pouvoirs.

Le président: Quels sont ceux qui sont . . . Monsieur Benjamin.

M. Benjamin: Allez-y, je reviendrai à la charge.

Le président: D'accord.

Il est proposé par M. Forrestall de modifier la ligne 15 du paragraphe 15 (1) du projet de loi C-163 par l'adjonction, après «loi», de ce qui suit:

. . . et sous réserve du droit du témoin d'obtenir des conseils juridiques et d'être placé sous la protection des dispositions de la Loi sur la preuve au Canada, y compris le droit de témoigner à huis clos,

. . . et la suite.

Que tous ceux qui appuient l'amendement lèvent la main. Que ceux qui s'opposent à l'amendement lèvent la main.

Puisque l'amendement n'a pas reçu la majorité des voix, il n'est pas adopté.

L'amendement est rejeté.

[Texte]

Mr. Benjamin: All the members have not voted, Mr. Chairman.

The Chairman: They have the opportunity. It is not the role of the Chairman to force members to vote.

Mr. Benjamin: Yes, but I hate to do this to you, Mr. Chairman. You are a member of the committee.

The Chairman: All right. There were sufficient members here to vote. If it had been a tie . . . otherwise, I probably should have voted. But there are precedents for the ruling I have just made, Mr. Benjamin. So I am not breaking new ground.

Mr. Nowlan: On a point of order, Mr. Chairman. I am not going to question your ruling or your right on that, but I must say tonight I am going to—Mr. Royer, you gave . . . I mean, with the best of intentions; I am not trying to say there was an deliberate attempt to misinterpret or mislead, but I—at least, from memory of the Constitutional debate, you gave a statement which might have affected the vote that I think is totally, patently wrong, which we will have to explore later in the . . .

Mr. McRae: It did affect the vote.

Mr. Nowlan: That affected the vote, yes. Because—and we are hopefully going to be through this today and through committee, but as Mr. Forrestall said, this bill that was going to move pretty quickly through the House as far as Her Majesty's Loyal Opposition is concerned, perhaps with one speaker, is not going to be able to do that in view of what we have just done here today on this clause, anyway.

The Chairman: Mr. Laniel.

Mr. Laniel: Mr. Chairman, on the same point of order, I wish to say that maybe this had an influence on some of the votes, but my vote was influenced by one statement by Mr. Forrestall himself, when he said that he was not sure himself and it would not impair the work of the board. That was enough for me.

• 1620

Mr. Forrestall: No, I did not . . .

Mr. Laniel: Well, you said you did not know; you questioned yourself.

The Chairman: Order please. We are getting into an area that neither the committee nor the House should get into. We are commenting on a vote of the committee, and I think we are going to cease that line of argument right now.

Mr. Nowlan: Agreed, Mr. Chairman; but since I raised it, I was commenting not so much on the vote, which you are not allowed to comment . . .

The Chairman: No, you were not.

Mr. Nowlan: No, that is right. I was just commenting on the evidence of Mr. Royer.

The Chairman: Mr. Benjamin.

Mr. Benjamin: You are going to get lucky, Mr. Chairman; I have no choice, I am going to have to leave. But I want to

[Traduction]

M. Benjamin: Monsieur le président, tous les membres n'ont pas voté.

Le président: C'est leur droit. Le président n'est pas là pour les obliger à voter.

M. Benjamin: Oui, mais vous aussi vous êtes membre du comité, monsieur le président; quelle est votre position?

Le président: Très bien. Le nombre des membres du comité est suffisant pour mettre une motion aux voix. Si les voix avaient été partagées . . . Mais il y a bon nombre de précédents à la décision que je iens de prendre, monsieur Benjamin. Ce n'est rien de nouveau.

M. Nowlan: Monsieur le président, j'invoque le règlement. Je ne mets pas en doute votre décision ou votre droit; sauf votre respect, monsieur Royer, vous avez fait une déclaration ce soir, tout en ne voulant pas nous induire en erreur, qui aurait pu influencer le vote, ce qui est tout à fait inacceptable; il faudra se pencher sur cette question plus tard . . .

M. McRae: Sa déclaration a influé sur le vote.

M. Nowlan: Oui, elle a influencé le vote. J'espère que nous pourrions en terminer aujourd'hui; M. Forrestall l'a dit, ce projet de loi était censé être adopté assez rapidement par la Chambre, avec l'appui de l'opposition loyale de Sa Majesté; une seule personne était censée prendre la parole; de toute façon, il ne sera pas possible de le faire étant donné les discussions sur cet article.

Le président: Monsieur Laniel.

M. Laniel: Monsieur le président, j'invoque le même règlement; je tiens à signaler que cette déclaration en a peut-être influencé quelques-uns, mais mon vote a été influencé par une déclaration de M. Forrestall lui-même; il a dit qu'il n'était pas convaincu lui-même et que cela n'entraverait pas le travail du Bureau. Il ne m'en fallait pas plus.

M. Forrestall: Non, je n'ai pas . . .

M. Laniel: Vous avez bien dit que vous ne saviez pas; vous vous êtes interrogé sur la question.

Le président: À l'ordre s'il vous plaît. Nous abordons une question que ni le Comité ni la Chambre ne devrait aborder. Nous discutons d'un vote du Comité, et je pense que nous devrions nous arrêter là.

M. Nowlan: D'accord, monsieur le président; mais comme c'est moi qui ai ouvert le débat, je commente non pas le vote, puisque nous ne sommes pas autorisés à le faire . . .

Le président: Non, il n'était pas question de cela.

M. Nowlan: Non, c'est bien vrai. Je commente simplement le témoignage de M. Royer.

Le président: Monsieur Benjamin.

M. Benjamin: La chance vous sourit, monsieur le président; je n'ai pas le choix, je dois partir. Je ferai toutefois remarquer

[Text]

suggest to my colleagues that we had an amendment to move on Clause 15, which we are not going to move because we think but we are not sure that our intent is covered in subsequent clauses. We were going to move that Clause 15.(1)(e) be totally deleted.

I just want to leave this with the committee, and for the benefit of officials: It is incumbent upon parliamentarians and officials of every department to now draft legislation so that you do away as much as you can with the prospects and possibilities of violations in our new Constitution. I suspect that in too many clauses in this bill you are inviting appeals under the Constitution, under the Charter of Rights and Freedoms. I invite you to look at Clause 15.(1)(e), all of this, and every piece of legislation we ever did in this Parliament since the Charter of Rights and Freedoms was proclaimed. The drafting is going to have to be much more careful than it ever was before. Otherwise, worrying about delays, you are going to have litigations and appeals under the Charter of Rights and Freedoms, which we, as parliamentarians passing laws, damn well asked for.

I caution all of us, Mr. Chairman. I am going to leave, but I hope the committee, in finalizing the bill . . . All of us want to see a good aviation safety bill in place; there is no argument about that. But I caution. I do not want to see the aftermath of an occurrence being held up in courts because laws we drafted were in violation of the Charter of Rights and Freedoms. Surely to God we can draft our laws from here on in such a manner as to at least substantially reduce that kind of thing happening. The onus is on us as legislators, and the onus is on those who draft legislation. They have to be more conscious than ever before of what you put in a bill. You are in a new regime now; this is not like the old days anymore. I wish we had had that Charter of Rights and Freedoms when Charlie and I were still working on the railroad.

Thank you, Mr. Chairman.

The Chairman: Mr. Benjamin, I want you to know before you leave that it does not at all make me happy that you are leaving. The committee will be duller for your departure, but you are leaving on quite a swan song.

Mr. Nowlan: The clock stopped half an hour ago; I hope you know that too.

Mr. Benjamin: I have some more amendments, and I only have till 6.00 o'clock on the other one.

Mr. Nowlan: It is not 4.00 o'clock, it is 4.30; that clock stopped.

Mr. Benjamin: Oh God!

The Chairman: Shall Clause 15 carry?

Mr. Nowlan: No, no. Mr. Forrestall on Clause 15.(1)(f).

The Chairman: Clause 15.(1)(f)?

[Translation]

à mes collègues que nous avons un projet d'amendement portant sur l'article 15, nous ne le proposerons pas parce que nous pensons, bien que nous n'en soyons pas sûrs, que des articles subséquents accomplissent ce que notre amendement se proposait de faire. Nous pensions proposer de supprimer complètement l'alinéa 15.(1)e).

Avant de partir, je rappellerais au Comité et aux fonctionnaires qu'il appartient aux parlementaires et aux fonctionnaires de chaque ministère de rédiger les lois de manière à éliminer toute possibilité de contravention à notre nouvelle Constitution. Je pense qu'un trop grand nombre d'articles du projet de loi ouvrent la porte à des appels en vertu de la Constitution, en particulier de la Charte des droits et libertés. Je vous invite à examiner l'alinéa 15.(1)e), et tout ceci, ainsi que toutes les mesures législatives que nous avons adoptées au Parlement depuis la proclamation de la Charte des droits et libertés. La rédaction devra être soignée comme elle ne l'a jamais été auparavant. Autrement, nous qui nous préoccupons des retards, nous allons être inondés de contestations et d'appels en vertu de la Charte des droits et libertés par suite de notre négligence à nous, les parlementaires qui adoptent des lois.

Qu'on se le tienne pour dit, monsieur le président. Je vais partir, mais j'espère que le Comité, en mettant la dernière main au projet de loi . . . Nous voulons tous une bonne Loi sur la sécurité aérienne; cela ne fait aucun doute. Mais je vous préviens. Je ne veux pas voir de causes qui traîneront en cour parce que les lois que nous avons rédigées sont en contravention de la Charte des droits et libertés. Nous devons sûrement être capables de rédiger dorénavant nos lois de manière à éviter, du moins substantiellement, ce genre d'inconvénients. Cette responsabilité incombe aux législateurs et aux rédacteurs légistes qui doivent soigner plus que jamais ce qu'ils mettent dans un projet de loi. Nous vivons maintenant sous un nouveau régime ce n'est plus comme avant. J'aurais aimé que la Charte des droits et libertés soit en place lorsque Charlie et moi-même travaillions aux chemins de fer.

Merci, monsieur le président.

Le président: Monsieur Benjamin, avant que vous partiez, j'aimerais que vous sachiez que votre départ ne me réjouit pas du tout. Ce sera ennuyant sans vous, mais vous partez sur une bonne note.

M. Nowlan: L'horloge s'est arrêtée il y a une demi-heure. J'espère que vous en êtes conscient.

M. Benjamin: J'ai d'autres amendements, et je n'en ai que jusqu'à 18 heures pour les présenter.

M. Nowlan: Il n'est pas 16 heures, mais bien 16h30; l'horloge s'est arrêtée.

M. Benjamin: Eh! bon Dieu!

Le président: L'article 15 est-il adopté?

M. Nowlan: Non, non. Monsieur Forrestall sur l'alinéa 15.(1)f).

Le président: L'alinéa 15.(1)f)?

[Texte]

Mr. Nowlan: He said it all yesterday, but he wants to perhaps say something more.

Michael, come off the phone.

Of course, you cannot reflect on a vote; I am not going to do that, Mr. Chairman, but in view of what Mr. Benjamin said in his valedictory before he took off, not realizing he should have taken off a half hour before, when you start compelling people to give evidence under oath, solemn affirmation, statutory declaration, etc., etc., and you do not let them have legal counsel, I think we are really going to have a problem.

Mr. Forrestall, we are on Clause 15. Do you not want to say something on Clause 15.(1)(f)?

Mr. Forrestall: That was a filibuster.

The Chairman: I was going to call it a babysitter.

• 1625

Mr. Forrestall: Mr. Chairman . . .

An hon. Member: You said a lot yesterday so . . .

Mr. Forrestall: —I said about all I wanted to say yesterday, except perhaps just to sum up.

With respect to this, I just reiterate an argument I touched on a bit earlier. What really we are doing . . . and I, as well, have some concerns that we are stepping outside of what we have enshrined in our Constitution. If compulsion is required—and I am speaking to (f) and (g) . . . and it is compellable under provincial jurisdictions and those jurisdictions are the same from province to province across the country—which I understand they are not, Quebec being the principal exception—then either change this or let the appropriate provincial process and another level of proceeding do what is intended and what will authorize an investigator to do here.

I get very concerned that what we are going to do is force doctors, as an example, to not fully complete medical records. That is one serious consequence. Part of my reason for arguing this is that the debate is just coming alive in Canada with respect to the relationship between a doctor and a patient and the sanctity of that relationship. It seems to me we are embarking on not an altogether desirable course by taking a decision before that national debate is completed.

To reach into the private life of a pilot and compel his physician to give a reason that may or may not be germane but that could be interpreted to be very pertinent and relevant is to give an extraordinary amount of power to an investigator. It is also a step which we deliberately take and which has the result of placing a doctor in a very difficult position. The question of a pilot or a member of an air crew going to his physician and saying that he has pains in his chest and the doctor going through the tests and finding no problem whatsoever . . . Having to fill out the record, what does he do? Does he say the pilot came to see him with a heart condition, pains in the chest,

[Traduction]

M. Nowlan: Il a tout dit hier, mais il aimerait peut-être ajouter quelque chose.

Michael, laisse le téléphone.

Evidemment, on ne peut pas commenter un vote; ce n'est pas ce que je vais faire, monsieur le président, mais eu égard à ce que M. Benjamin vient de dire dans son discours d'adieu, ne s'étant pas rendu compte qu'il aurait dû partir une demi-heure plus tôt, si on commence à contraindre certaines personnes à comparaître ou à témoigner sous la foi du serment, d'une déclaration solennelle ou d'une déclaration prévue par la loi, etc., etc., sans qu'elles puissent recourir aux services d'un conseiller juridique, je pense que nous aurons vraiment des problèmes.

Monsieur Forrestall, nous discutons de l'article 15. N'aviez-vous pas quelque chose à dire au sujet de l'alinéa 15.(1)f)?

M. Forrestall: C'était de l'obstructionnisme.

Le président: J'allais l'appeler autrement.

M. Forrestall: Monsieur le président . . .

Une voix: Vous avez beaucoup parlé hier, alors . . .

M. Forrestall: . . . j'ai presque tout dit hier, sauf que j'aimerais peut-être résumer.

Je veux en effet reprendre un argument que j'ai apporté un peu plus tôt. Ce que nous faisons . . . et, moi aussi, je crains que nous outrepassions les dispositions de notre Constitution. S'il faut vraiment pouvoir contraindre et exiger, et je parle des alinéas (f) et (g), si l'on peut contraindre des personnes en vertu du droit provincial qui devrait être le même d'une province à l'autre, ce qui n'est pas le cas, je pense, le Québec étant la principale exception, il faut soit changer cette disposition, soit laisser à un autre processus de compétence provinciale et à une autre instance le soin d'accomplir ce qui est visé ici, et de prescrire le mandat de l'enquêteur.

Je crains énormément que nous forçons ainsi les médecins, par exemple, à ne pas remplir complètement leurs dossiers médicaux. C'est une conséquence grave. Si j'avance cet argument, c'est en partie parce que le débat ne fait que commencer au Canada sur la question des rapports entre un médecin et son patient et sur le caractère confidentiel de ces rapports. J'ai l'impression que nous nous engageons dans une voie pas tout à fait souhaitable en prenant une décision avant que le débat national ne soit terminé.

Permettre l'incursion dans la vie privée d'un pilote et contraindre son médecin à donner une raison susceptible ou non d'être interprétée comme étant très pertinente, c'est donner un pouvoir extraordinaire à l'enquêteur. C'est une mesure que nous prenons délibérément et qui aura pour effet de placer le médecin dans une situation très difficile. Que doit faire le médecin qui, après des examens, ne réussit pas à diagnostiquer de problème chez un pilote ou un membre d'équipage qui est venu le voir pour se plaindre de maux à l'estomac . . . Qu'est-ce que le médecin doit écrire dans son dossier? Doit-il dire que le pilote est venu le voir pour un

[Text]

and he examined him for a heart condition, or does he fail to fill out the record? I suggest the usefulness of total and complete medical reports will be impaired by this. It will scare doctors away. It is also an invasion of something that is very private.

Where it is necessary in subsequent proceedings to compel such evidence, then . . . as I started out, I come back to—let that other process that is already in place be the instrument, the vehicle, of obtaining that evidence. Let us not expand that to a point where an investigator, who might happen to be a class B mechanic, requires evidence that may or may not be pertinent.

I do not want to prolong this, but we are very careful about the violation of the body, the extraction of fluids from a body, from a person if he is unconscious or dead, very careful about the violation that that is; I suggest that this is an equal violation, and if there is a process in place which has the same effect, why do we not stay with this same effect?

What if you had a plane crash and had the co-pilot living in Quebec and the pilot living in Ontario? For one you can compel the evidence and the other you cannot.

• 1630

I will not go any further with it. I think I would just simply register my concern about us reaching this far. I do not think, in our history, that such evidence has ever produced any light on an accident with a pertinent or germane—I have never read of one and I have been following accidents and accident hearings for 30 years. I just think we are doing the wrong thing.

I have no amendment to offer. If I did, it would be simply to delete it.

The Chairman: Mr. Nowlan, followed by Mr. McRae.

Mr. Nowlan: I must say I thought Mr. Forrestall's summary of the situation was very, very even and objective. I must say the rhetorical question he poses about the pilot and co-pilot being in two different jurisdictions where two different laws apply, I would be interested in what Mr. Wilkins or Mr. Royer or someone down at the end of the table says about how they are going to handle that. Because it could have been the co-pilot—depending on who was in charge of the airplane and who had the heart attack.

But I really would like to know, in view of the discussion yesterday, since we had this interval, if any of the gentlemen at the end of the table, Mr. Chairman—because this would allay some of the fears that Mr. Forrestall has expressed and lived with, in a sense, because he has had a real interest in the accident investigation board of one type, the multimodal one, for years—in the interval, did any of you check to see what the practice is in other jurisdictions? Because yesterday I was surprised, when that question was put, that there was no answer to this committee as to the practices in other jurisdictions.

[Translation]

problème cardiaque, des maux à l'estomac, et qu'il l'a examiné en fonction de ces symptômes, ou omet-il simplement de remplir le dossier? Je pense que c'est négliger la valeur de dossiers médicaux complets. Cela effrayera les médecins. On viole encore une fois quelque chose de très intime.

Lorsqu'il est nécessaire dans des procédures subséquentes de contraindre quelqu'un à témoigner, ou à déposer des documents, comme j'ai commencé à le dire, qu'on se serve du mécanisme déjà prévu à cette fin. N'étendons pas cela au point où un enquêteur, qui pourrait bien être un mécanicien de catégorie B, puisse exiger des preuves susceptibles ou non d'être pertinentes.

Je ne veux pas prolonger le débat, mais nous accordons beaucoup d'importance à la violation du corps, à l'extraction de fluides d'un organisme, d'une personne inconsciente ou morte, nous accordons beaucoup d'importance aux violations de ce genre, et je pense que ceci est aussi grave. Puisqu'il existe déjà un mécanisme à cette fin, pourquoi ne pas s'en tenir à cela?

Qu'arriverait-il dans le cas d'un écrasement d'avion dont le copilote habiterait le Québec et le pilote l'Ontario? L'un peut être contraint à témoigner et l'autre pas.

J'en resterai là; je me contenterai d'exprimer certaines réserves sur les résultats. Je ne pense pas que ce genre de témoignage ait jamais jeté la moindre lumière sur un accident. Jamais cela ne s'est produit et pourtant, je suis les accidents et les audiences sur les accidents depuis 30 ans. À mon avis, nous nous sommes engagés dans la mauvaise voie.

Je n'ai pas d'amendement à proposer. Si j'en avais un, ce serait de tout supprimer.

Le président: Monsieur Nowlan, suivi de M. McRae.

M. Nowlan: Le résumé de M. Forrestall m'a semblé particulièrement opportun et objectif. Quant à la question rhétorique qu'il pose à propos du pilote et du copilote et du fait qu'ils appartiennent à deux juridictions différentes régies par des lois différentes, j'aimerais beaucoup savoir ce que M. Wilkins ou M. Royer ou quelqu'un d'autre au bout de la table peut nous en dire; qu'a-t-on l'intention de faire? En effet, il aurait pu s'agir du copilote, cela dépend de qui était au contrôle de l'avion et de qui a eu la crise cardiaque.

Cela dit, compte tenu de ce que nous avons entendu hier, j'aimerais savoir si, depuis, l'un d'entre-vous a pensé à s'informer des pratiques dans d'autres juridictions? En effet, ce serait peut-être le moyen de calmer les craintes de M. Forrestall, craintes qui ne datent pas d'hier puisqu'il s'intéresse activement aux commissions d'enquête sur les accidents depuis des années. Hier, quand la question a été posée, j'ai été surpris de voir que personne ne pouvait nous renseigner sur les pratiques dans d'autres juridictions.

[Texte]

Now, if in other jurisdictions where there are airplanes used is this type of provision, then obviously there are legitimate reasons and I am not as concerned. But I must say that if you cannot answer that question today, I associate myself completely with Mr. Forrestall. But if you can say, "Oh no, this is just the precedent that is followed in other western worlds," then, okay, there must be good reason for it.

Mr. Wilkins: Mr. Chairman, perhaps there are two or three things I can say in connection with this.

First of all, on Mr. Nowlan's specific point, I do not have information on other jurisdictions generally, except with respect to the United States. The National Transportation Safety Board does not have the authority under its legislation, but the Federal Aviation Administration has the authority to produce medical evidence, including to have blood tests taken and things of that sort. The NTSB has the legislative authority to subpoena any evidence which exists, so they can get at it in that manner.

I do not know what the practice is in Britain or Australia or New Zealand. If I can find that out I will certainly let you know, Mr. Nowlan, but as of last night we could not readily come by that information.

I think in the context of this discussion, it is important to note that something like 80% or 90% of aviation accidents are attributable to human error or to human performance, in one way or another. We do not have statistics, because the statistical basis is not complete, for obvious reasons, as to the proportion of those that are attributable to the human factor, the number which might be attributable to a medical condition, one way or another. But I think, inevitably, a number would be.

I think it is interesting that in an analogous situation, namely the highway area, there has been really quite a widespread movement through legislation to require medical specialists to produce information which would indicate an incapacity to drive a vehicle. Quebec is the only province where law, in effect, protects the patient in terms of individual information. In all the other provinces it is permissible for the doctor to release information.

I quote one or two things here in connection with research that has been done in relation to the Aeronautics Act:

Both Quebec and Ontario have included in their highway legislation a mandatory reporting provision whereby doctors and optometrists must report to the Registrar of Motor Vehicles any patient driver whose unfitness to drive may affect the safety of others. In Ontario, the Registrar of Motor Vehicles receives 4,000 referrals a year from doctors and optometrists reporting under that provision of the Highway Traffic Act.

It is significant that a similar provision exists in Quebec in respect to highway activity, which suggests that perhaps the Province of Quebec might concede the same point with respect to aviation investigation, once this bill is passed.

[Traduction]

Maintenant, si dans d'autres juridictions où il y a des avions, ce type de disposition existe, ce doit être légitime et je m'inquièterais moins. Mais, si vous ne pouvez pas répondre à cette question tout de suite, je suis tout à fait d'accord avec M. Forrestall. Par contre, si vous pouvez me répondre: Oh non, il existe des précédents dans d'autres pays du monde occidental, eh bien je me résigne et je me dis qu'il doit y avoir une bonne raison.

M. Wilkins: Monsieur le président, j'ai deux ou trois observations à faire à ce sujet.

D'abord, nous n'avons pas d'information en règle générale, sur les autres juridictions, à l'exception des États-Unis. Là-bas, la *National Transportation Safety Board* n'a pas de pouvoir conféré par sa législation, mais la *Federal Aviation Administration* a le pouvoir de fournir des preuves médicales, y compris de faire faire des prises de sang, etc. La N.T.S.B. a le pouvoir, de par la loi, de forcer certaines personnes à témoigner, ce qui est une façon de procéder.

Je ne sais pas ce qui se fait en Grande Bretagne, en Australie ou en Nouvelle-Zélande. Si je trouve des détails à ce sujet, je vous les communiquerai, monsieur Nowlan, mais, hier soir, j'ai été dans l'impossibilité d'en trouver.

A ce stade, il est important de noter que dans 80 ou 90 p. 100 des cas, les accidents d'avions sont attribuables à une erreur humaine ou à une forme quelconque d'incompétence humaine. Nous n'avons pas de statistique car la base des statistiques n'est pas complète, pour des raisons évidentes, et en particulier nous ne savons pas quelle proportion de ces accidents attribuables à un facteur humain viennent d'un problème médical. Mais dans certains cas, c'est forcément ce qui se produit.

Il est intéressant de noter que dans un domaine analogue, celui des accidents de la route, la législation exige de plus en plus que les spécialistes médicaux produisent des informations en cas d'incapacité de conduire un véhicule. Le Québec est la seule province où la loi protège les informations personnelles du patient. Dans toutes les autres provinces, le docteur est autorisé à communiquer ces informations.

Ici, je cite une ou deux choses qui sont apparues au cours de recherches dans le cadre des travaux sur la Loi sur l'aéronautique:

Le Québec et l'Ontario ont inclus à leur législation sur les routes une disposition obligeant les docteurs et les optométristes à prévenir le bureau d'immatriculation des véhicules à moteur lorsque leurs patients souffrent d'une incapacité qui peut être dangereuse sur la route. En Ontario, le bureau d'immatriculation des véhicules à moteur reçoit 4,000 avis par année de docteurs et d'optométristes qui se conforment aux dispositions de la Loi sur la circulation routière.

Le fait qu'une disposition comparable existe au Québec est significatif et permet de penser que le Québec pourrait faire des concessions identiques dans le cas des enquêtes sur l'aviation lorsque ce projet de loi sera adopté.

[Text]

• 1635

I think it is also important to note that the Ontario Medical Association has passed a resolution asking the federal government to amend existing legislation to allow a doctor to report, with legal immunity, to the appropriate authorities, against the wishes of the patient, a pilot who the physician believes is unfit to fly; that resolution was communicated to the Minister of Transport in a letter just at the beginning of this month. I would be happy to make that available to the members of the committee if they would like to have it.

Finally, in Alberta last year the solicitor for the Alberta College of Physicians and Surgeons stated publicly that doctors have an ethical and moral responsibility to report patients who have medical conditions that could affect other members of society.

I cite those as examples of the current thinking of both the Colleges of Doctors and Physicians and the provincial governments on this general question.

The Chairman: Mr. McRae, do you still wish to intervene?

Mr. McRae: Yes, I would just like to put another point. Again, it follows Mr. Benjamin's point and my earlier point. Let us suppose that in a given situation a physician from a province that compels such an individual to give information refuses to give that information on the grounds that he would be treated differently than someone from a province where he was not compelled to give it. Would the charter, in a case where criminal action was taken against that physician, or a contempt of court action was taken against that physician, indicate that he was not treated equally with his fellow from Quebec?

The Chairman: With all due respect, Mr. McRae, you are asking a question of the witnesses that only a court would decide. It is a good question, but . . . Again, I will allow a witness to answer if a witness wishes to do so.

Mr. McRae: The point I want to make sure of is that we are following the charter in this particular bill, and I do not really require an answer specifically to that kind of question. What I am saying is, in that kind of case are we talking about a situation where the thing might be upturned?

Mr. Nowlan: Mr. Chairman, I am most interested in Mr. McRae's question, which is very valid in terms of the Charter of Rights, but this is the bill, the air safety board, and with respect we are never going to know the answer to that until a court starts to interpret it. That is the whole Pandora's box of the Canadian Charter of Rights which we are frankly going to be living with for 25 to 50 years at least, and lawyers are going to be in heaven.

Mr. McRae: But Mr. Chairman, in my opinion we should be endeavouring, as legislators, to make sure we are within the charter.

The Chairman: That question has already been answered, Mr. McRae, by Mr. Royer when he said every effort was made

[Translation]

Il est important de noter également que l'Association médicale de l'Ontario a adopté une résolution demandant au gouvernement fédéral de modifier la législation actuelle pour permettre à un médecin de faire un rapport, en toute immunité juridique, aux autorités concernées, même contre les désirs du patient, si ce médecin a, parmi ses clients, un pilote qui, à son avis, est dans l'incapacité de voler. Cette résolution a été transmise au ministre des Transports dans une lettre qui date du début du mois. Je me ferais un plaisir de la communiquer aux députés s'ils le souhaitent.

Enfin, l'année dernière, en Alberta, l'avocat du Collège des médecins et des chirurgiens de l'Alberta a déclaré publiquement que les médecins ont la responsabilité morale de signaler le cas de patients qui ont un problème médical qui pourrait mettre en danger d'autres membres de la société.

Je cite ces exemples pour vous montrer comment évolue actuellement la pensée des collèges de médecins et de docteurs et des gouvernements provinciaux.

Le président: Monsieur McRae, vous voulez toujours parler?

M. McRae: Oui, une simple observation. Je reviens à ce qu'a dit M. Benjamin. J'en ai déjà parlé tout à l'heure, mais supposons qu'un médecin, qui réside dans une province où la loi l'oblige à communiquer ce genre de renseignements, refuse de le faire sous prétexte que son patient serait traité différemment s'il habitait une autre province. Si des poursuites juridiques sont intentées contre ce médecin, si on l'accuse d'outrage au tribunal, par exemple, ne pourrait-on pas invoquer la charte pour dire qu'il n'a pas été traité comme l'aurait été un de ses collègues du Québec?

Le président: Monsieur McRae, vous posez aux témoins une question à laquelle seul un tribunal pourrait répondre. C'est une excellente question, mais . . . Toutefois, si le témoin souhaite répondre, il peut le faire.

M. McRae: Je veux simplement m'assurer que nous suivons les principes de la charte dans ce bill. Je n'ai pas besoin de réponse très précise. Je me demande simplement si la situation pourrait être renversée de cette façon-là?

M. Nowlan: Monsieur le président, la question de M. McRae est passionnante, elle est tout à fait logique pour ce qui est de la Charte des droits, mais c'est le projet de loi que nous étudions, le Bureau de la sécurité aérienne, et je doute que nous ayons une réponse à cette question tant qu'un tribunal n'en aura pas été saisi. C'est ouvrir encore une fois cette boîte de Pandore qu'est la Charte canadienne des droits et qui devrait nous occuper et engraisser les avocats pendant au moins 25 ou 50 ans.

M. McRae: Mais, monsieur le président, en notre qualité de législateurs nous devons justement essayer de respecter la charte.

Le président: Monsieur McRae, M. Royer a déjà répondu à cette question lorsqu'il a dit qu'on faisait tous les efforts

[Texte]

to make sure the provisions of this bill were in tune with the Charter of Rights and Freedoms.

Mr. Wilkins.

Mr. Wilkins: Mr. Chairman, I would like to say specifically on that question that the draft legislation was approved by the Constitutional Law Section of the Department of Justice, who look at it to ensure it is in consonance with things like the charter, and it was only after that approval was received that we were able to prepare the bill.

The Chairman: That is still not a guarantee that provisions of the bill cannot be challenged under the Charter of Rights, and a court will have to decide those challenges.

Mr. Wilkins: On Mr. McRae's question, I think it is a very interesting point, but it is both philosophical and hypothetical, and as Mr. Nowlan said, one will not know until there is a challenge.

The Chairman: With that, I am going to put the question.

Shall Clause 15 carry?

Clause 15 agreed to.

The Chairman: I call Clause 16.

On Clause 16—*Return of seized property*.

Clause 16 agreed to.

The Chairman: I call Clause 17.

On Clause 17—*Public inquiry*.

Clause 17 agreed to.

The Chairman: I call Clause 18.

On Clause 18—*Coordination of investigations and remedial actions*.

Clause 18 agreed to.

The Chairman: I call Clause 19.

On Clause 19—*Agreements*.

Clause 19 agreed to.

The Chairman: I call Clause 20.

On Clause 20—*Notification to Board*.

• 1640

Clauses 18 to 20, inclusive, agreed to.

The Chairman: I call Clause 21.

On Clause 21—*Observers*

The Chairman: I have notice of amendment to Clause 21.(3). Are there any before that?

Mr. Flis.

Mr. Flis: I move that Subclause 21.(3) of Bill C-163 be amended by striking out lines 8 to 10 on page 13 and substituting the following:

... at any time by the Board where the Board finds that he has demonstrated a lack of objectivity.

[Traduction]

possibles pour s'assurer que les dispositions du projet de loi étaient conformes à celles de la Charte des droits et libertés.

Monsieur Wilkins.

M. Wilkins: Monsieur le président, à ce propos, je précise que l'avant-projet de loi a été approuvé par le Service du droit constitutionnel du ministère de la Justice qui s'est assuré qu'il était conforme, entre autres, à la charte. C'est seulement une fois cette approbation acquise que nous avons commencé à préparer le projet de loi.

Le président: Cela ne suffira tout de même pas à empêcher qu'on invoque la Charte des droits pour contester les dispositions du projet de loi; il faudra qu'un tribunal tranche.

M. Wilkins: La question de M. McRae est très intéressante, mais c'est à la fois philosophique et hypothétique et, comme l'a dit M. Nowlan, tant qu'il n'y aura pas de contestation, il n'y aura pas de réponse.

Le président: Cela dit, nous allons passer au vote.

L'article 15 est-il adopté?

L'article 15 est adopté.

Le président: Nous passons à l'article 16.

Article 16—*Restitution des biens saisis*

L'article 16 est adopté.

Le président: Article 17.

Article 17—*Enquête publique*

L'article 17 est adopté.

Le président: Article 18.

Article 18—*Coordination des enquêtes et des mesures correctives*

L'article 18 est adopté.

Le président: Article 19.

Article 19—*Ententes*

L'article 19 est adopté.

Le président: Article 20.

Article 20—*Avis au bureau*

Les articles 18 à 20, inclusivement, sont adoptés.

Le président: Je mets en délibération l'article 21.

Article 21—*Autres observateurs*

Le président: J'ai reçu un avis d'amendement concernant le paragraphe 21.(3). Y en a-t-il d'autres?

Monsieur Flis.

M. Flis: Je propose que le paragraphe 21.(3) du projet de loi C-163 soit modifié par substitution, aux lignes 8 à 10, page 13, de ce qui suit:

... confié. Le Bureau peut toutefois écarter le représentant de l'enquête s'il constate que celui-ci fait preuve d'un manque d'objectivité.

[Text]

I would like to hear from the officials because I think this is in response to meet the wishes of some of the groups they have heard from, such as ATAC and so on, I believe. I find it a little uncomfortable, myself, to distinguish between objectivity and conflict of interest. I like the conflict of interest definition better than the objectivity, so I would like to hear the witnesses give us a better explanation here of why this rewording was suggested.

Mr. Wilkins: Mr. Chairman, on that question, the point was raised by the Air Transport Association of Canada, and I believe by one or two others. We felt the point had validity when we examined it. You can have someone who might be asked to serve on an investigative team who by virtue of his association, let us say as an employee of a company, might be considered to be or perceived to be in conflict, but who by virtue of his technical knowledge is an important asset to the investigative team. As long as the board is satisfied that the individual conducts himself in a spirit of objectivity, we feel that the individual should be allowed to be a member of the team.

The board would of course have to establish through regulation some ground rules on this question, and we would expect the board to do that.

The Chairman: Yes, Mr. Nowlan.

Mr. Nowlan: Mr. Chairman, without prolonging this, I must say I did not see this before. Again, to the people at the head of the table, has this phrase "demonstrated a lack of objectivity" been used before in legislative drafting? I have never heard tell of it before.

Mr. Wilkins: I am not aware that it has.

Mr. Nowlan: I talk about Charter of Rights; I would think you are going to run—I mean, "conflict of interest" has certainly been judicially defined in so many different ways and certainly connotes certain things. But I think this type of phraseology—I think it was better to have the bill as it was before you suggested the amendment. I am not quite looking down the road hypothetically at the situation, but this is really getting very vague, in my humble opinion, in terms of draftsmanship, and does not have any legal effect whatsoever.

The Chairman: Mr. Flis.

Mr. Flis: I think I explained in my preamble, Mr. Chairman, why I moved it. It is because the recommendation did come from one of the aviation interest groups. But I did move it to get a discussion and get an opinion of the committee. If there is a strong view of the committee that the bill is worded better as is, I am willing to withdraw that amendment.

Mr. Forrestall: On the question of drafting, why do we not just at line 7:

... may be removed from the investigation at any time by the Board for cause.

Or "reason," whichever is the most appropriate. Objectivity is...

Mr. Nolan: How do you demonstrate a lack of objectivity? I mean, God, by wearing bright clothes on a dull day? Or by sneezing all day long?

[Translation]

Je voudrais que les fonctionnaires nous expliquent cet amendement, car je crois qu'il a été déposé pour répondre aux préoccupations exprimées par certains groupes, comme l'ACTA. Personnellement, je n'aime pas qu'on fasse la distinction entre un manque d'objectivité et une situation de conflit. Je préférerais qu'on parle, non pas de manque d'objectivité, mais de conflit d'intérêts et je voudrais que les témoins m'expliquent cette modification.

M. Wilkins: L'amendement découle, monsieur le président, d'une observation faite par l'Association canadienne du transport aérien et par quelques autres groupes. Nous avons étudié la question et nous avons constaté qu'ils avaient raison. Il se peut qu'une personne qui est invitée à participer à une enquête se trouve, parce qu'elle travaille pour une certaine compagnie, dans une situation de conflit, mais que ses compétences professionnelles soient telles que sa participation serait d'une grande utilité. Nous croyons que, si le Bureau est convaincu que la personne en question ne manque pas d'objectivité, elle devrait pouvoir participer à l'enquête.

Il faudrait évidemment adopter des règlements à ce sujet et nous nous attendons à ce que le bureau s'en charge.

Le président: Oui, monsieur Nowlan.

M. Nowlan: Je ne veux pas prolonger le débat, mais j'avoue que c'est la première fois que je vois cela. Je voudrais que les fonctionnaires me disent si c'est la première fois qu'on emploie cette formulation: «faire preuve d'un manque d'objectivité». C'est la première fois que je vois cela.

M. Wilkins: Autant que je sache, c'est la première fois.

M. Nowlan: Je parle de la Charte des droits; je crois que vous aurez—c'est-à-dire, il existe beaucoup de définitions du terme «conflit d'intérêts» et le terme implique certaines choses. Mais je crois que cette formulation—enfin, je préfère le libellé du projet de loi. Je ne fais pas de supposition, mais le nouveau libellé est vraiment très vague et il ne veut strictement rien dire sur le plan juridique.

Le président: Monsieur Flis.

M. Flis: J'ai déjà expliqué, monsieur le président, pourquoi j'ai proposé l'amendement. Il découle d'une recommandation faite par certains représentants de l'industrie de l'aviation. Si je l'ai proposé, c'était pour avoir l'opinion du Comité. Si les membres du Comité préfèrent conserver le libellé du projet de loi, je retire l'amendement.

M. Forrestall: Pourquoi ne pas dire, aux lignes 8 et 9, que le bureau peut:

... «l'écarter de l'enquête pour cause...»

ou «raison», si c'est mieux. L'objectivité, c'est...

M. Nowlan: Comment faut-il s'y prendre pour démontrer qu'il y a eu un manque d'objectivité? Suffit-il de porter des

[Texte]

Mr. Forrestall: Would the parliamentary secretary accept that?

Mr. Flis: "Just cause"?

Mr. Nowlan: To me, either the wording now in the bill, without the putative amendment, or "just cause," would be much better than what is suggested.

Mr. Flis: Mr. Chairman, if I could get unanimous consent...

The Chairman: You do not need it. I did not put the motion yet.

Mr. Flis: Terrific.

The Chairman: You can say you want to move a different motion.

Mr. Flis: It seems that most of the members are pleased with the original wording, so why do we not leave it at that? With the "conflict of interest"?

The Chairman: So you are not moving any amendment?

Mr. Flis: No, no amendment.

Clause 21 agreed to.

Mr. Nowlan: With concern.

Clause 22 agreed to.

• 1645

Clauses 22, 23, 24, 25, inclusive, agreed to.

On Clause 26 — *Definition of "cockpit voice recording"*

Mr. Forrestall: The question I had about that was, does it include all of the recording or just the cockpit recording, as would seem to be indicated under Clause 26.(1)?

My concern, Mr. Chairman, is that frequently on check rides, for purposes of the senior pilot, notes are taken and recording devices are used to facilitate that, and I wonder if it is just broad enough to include everything of a technical question and a matter of practice.

Whether it is something to be dealt with in legislation or not, I do not know. But incidents have arisen where recording devices in the cockpit or elsewhere on the aircraft in fact have been recovered, and misinterpretations have been drawn from devices that in fact are recording devices, other than those attached to the aircraft for the specific purpose. Is this broad enough to include that?

Mr. Wilkins: The answer is yes, Mr. Forrestall. It is the cockpit voice recording.

Mr. Forrestall: It says:

"cockpit voice recording" means the whole or any part of any recording, transcript or substantial summary of voice

[Traduction]

couleurs voyantes alors qu'il fait sombre dehors? Ou d'éternuer à longueur de journée?

M. Forrestall: Cela serait-il acceptable au secrétaire parlementaire?

M. Flis: Pour «juste cause»?

M. Nowlan: Pour moi, le mieux serait de conserver le libellé initial, sans amendement, ou de dire: «pour juste cause».

M. Flis: Il me faudrait le consentement unanime.

Le président: Vous n'en avez pas besoin. Je n'ai pas encore mis la motion aux voix.

M. Flis: Formidable.

Le président: Vous pouvez en proposer une autre.

M. Flis: Le libellé du projet de loi semble convenir à la majorité des députés; pourquoi ne pas le laisser tel quel? On parlerait d'une «situation de conflit».

Le président: Vous ne proposez pas d'amendement?

M. Flis: Non.

L'article 21 est adopté.

M. Nowlan: Avec des réserves.

L'article 22 est adopté.

Les articles 22, 23, 24 et 25 sont adoptés.

Article 26 — *Définition d'«enregistrement pilotage»*

M. Forrestall: La question que je voulais poser à ce propos est la suivante: est-ce que cela comprend tous les enregistrements, ou seulement l'enregistrement de ce qui se dit dans le poste de pilotage, comme semble l'indiquer le paragraphe 26.(1)?

Mon problème, monsieur le président, c'est qu'il arrive souvent que, lors de vols de vérification, le pilote vérificateur prend des notes et se sert d'une enregistreuse à cette fin, et je me demandais si cette définition est assez vague pour qu'y soit englobé ce genre de dispositif aussi.

Qu'il s'agisse de quelque chose dont il faille traiter dans la loi ou non, je ne le sais pas. Cependant, il y a eu des incidents où des enregistreuses ont été trouvées dans le poste de pilotage, ou ailleurs à bord de l'avion, et certaines interprétations erronées ont été tirées de ces machines enregistreuses, qui ne sont pas celles qui font partie de l'avion pour certaines fins précises. Cette définition est-elle assez générale pour inclure aussi ce genre d'appareil?

M. Wilkins: La réponse est oui, monsieur Forrestall. Il s'agit de l'enregistrement des conversations du poste de pilotage.

M. Forrestall: L'article est libellé ainsi:

«enregistrement pilotage», forme abrégée de l'expression «enregistrement des conversations du poste de pilotage»,

[Text]

communications on the flight deck of an aircraft, the aural environment of the flight deck, voice communications to and from the aircraft or audio signals identifying navigation and approach aids.

The word "any," I would hope, would cover any extraneous recording device that might be present. Perhaps if the intent of . . .

Mr. Wilkins: The intent is to cover the cockpit voice recorder, simply.

Mr. Forrestall: But not any other . . .

Mr. Wilkins: That particular instrument.

Mr. Forrestall: —other recorder that might be on the flight deck for some other purpose?

Mr. Wilkins: Well, we get into definitions of terms. Of course, it does not accord privilege to the flight data recorder that is carried on aircraft. I do not know, perhaps Mr. Johnson can answer in what circumstances other recording devices might on an ad hoc basis be present in the cockpit.

Mr. Ken A. Johnson (Director, Aviation Safety Bureau, Transport Canada): In normal circumstances, you are not permitted to operate other recording devices on an aircraft.

Mr. Forrestall: It is acceptable. I wanted to pose the question, that is all. If Mr. Wilkins is satisfied, then so am I.

The Chairman: Okay. Shall Clause 26 carry?

Clauses 26, 27, inclusive, agreed to.

Clause 28 agreed to on division.

Mr. Forrestall: On division, because it seems to reflect back upon the . . .

Clauses 29, 30, 31, 32, inclusive, agreed to.

• 1650

Mr. Nowlan: This, I guess, involves the reports of the information of the Canadian Aviation Safety Board that in time it comes under the Access to Information Act. Is that the intent of this section? Or is it to exclude—is 34 to make sure that the air safety board, that the information in time will come under the information act, or is this an exception to the information act?

Mr. Royer: Access to Information Act.

The Chairman: It provides protection to those who are protected under the previous clauses of this act, does it not?

Mr. Royer: Mr. Chairman, first it establishes that the board will be a government institution under the Access to Information Act. The other section dealing with the Access to Information Act is to . . .

[Translation]

s'entend de tout ou partie de l'enregistrement des conversations ou de l'environnement sonore du poste de pilotage d'un aéronef, des conversations entre l'aéronef et d'autres interlocuteurs ou des signaux audibles d'identification des aides à la navigation et des aides d'approche, ou de la transcription ou d'un résumé appréciable de ces conversations.

J'espère que le mot «tout» est suffisant pour tenir compte de tout appareil supplémentaire d'enregistrement qui pourrait se trouver là. Peut-être que si l'intention de . . .

M. Wilkins: Il ne s'agit que de l'appareil pour enregistrer les conversations du poste de pilotage.

M. Forrestall: Mais pas toute autre . . .

M. Wilkins: Il s'agit de cet appareil précis.

M. Forrestall: . . . toute autre enregistreuse qui pourrait se trouver dans le poste de pilotage à d'autres fins?

M. Wilkins: Enfin, là, il s'agit de définir les termes. Évidemment, ce privilège ne vaut pas pour l'enregistreuse de données de vol qui se trouve à bord de l'appareil. Je ne le sais pas, peut-être que M. Johnson pourrait nous dire dans quelles circonstances d'autres enregistreuses pourraient se trouver dans le poste de pilotage pour des fins ponctuelles.

M. Ken A. Johnson (directeur, Bureau de la sécurité aérienne, Transports Canada): En temps normal, vous n'avez pas le droit de vous servir d'autres appareils d'enregistrement à bord d'un aéronef.

M. Forrestall: C'est acceptable. Je voulais tout simplement vous poser la question. Si M. Wilkins en est satisfait, moi aussi.

Le président: Parfait. L'article 26 est-il adopté?

Les articles 26 et 27 sont adoptés.

L'article 28 est adopté sur division.

M. Forrestall: Sur division, car cet article me semble retourner à . . .

Les articles 29, 30, 31 et 32 sont adoptés.

M. Nowlan: Je présume qu'il s'agit des rapports d'information du Bureau canadien de la sécurité aérienne auxquels s'appliqueront les dispositions de la Loi sur l'accès à l'information. Est-ce là le but de cet article? Ou est-ce que l'article 34 sert à préciser que le Bureau canadien de la sécurité aérienne devra respecter les dispositions de la Loi sur l'accès à l'information, ou cet article doit-il servir à l'en exclure?

M. Royer: Il s'agit de la Loi sur l'accès à l'information.

Le président: Cet article sert à protéger ceux qui sont protégés en vertu des dispositions antérieures du présent projet de loi, n'est-ce pas?

M. Royer: Monsieur le président, cet article stipule tout d'abord que la Loi sur l'accès à l'information s'applique au Bureau. L'autre article touchant la Loi sur l'accès à l'information sert à . . .

[*Texte*]

The Chairman: No, Clause 32, Mr. Royer, there is only one section.

An hon. member: We are looking at Clause 34.

The Chairman: We are not there yet.

An hon. member: Yes, we are. We whipped right along there, Mr. Chairman.

The Chairman: No. I just called Clause 32.

Mr. Nowlan: Well, sorry, I thought it was carried. I thought it was Clause 33.

The Chairman: Oh, Clause 32 carried. I called Clause 33. Shall Clause 33 carry?

Clause 33 carried.

The Chairman: Now, I call Clause 34.

Mr. Nowlan: I do not quite understand this, I have to confess, but by becoming Schedule I of the Access to Information Act, does this exclude the safety board from providing information? Or does it include it?

Mr. Royer: Mr. Chairman, it includes the board as a government institution under the act.

Mr. Nowlan: Which will have to give information under the information act, upon proper application?

Mr. Royer: Yes.

The Chairman: This is a standard clause that is being added to all new acts of Parliament, is it not? That come under the . . .

Mr. Nowlan: But there are some schedules that exclude and some include.

The Chairman: Mr. Royer.

Mr. Royer: May I add some precision to that? What you see a little bit further on in Section 34 is that there are two kinds of records, which are the CVRs and the records produced under the voluntary reporting system, which will be part of the umbrella under Section 23 of the Access to Information Act, which creates an exemption for statutory prohibition.

Mr. Nowlan: That is what I am getting at.

Mr. Royer: It is only to exclude those two documents, which are the CVRs, the cockpit voice recordings, and the reports resulting from the voluntary reporting system. Everything else is subject to the act.

The Chairman: Mr. Wilkins.

Mr. Wilkins: Perhaps I could have a word of explanation on the reporting system. You recall that Mr. Justice Dubin recommended that there should be a voluntary reporting system under which pilots and other people could make reports to an independent agency with their identity protected. On the advice of the advisory committee I chaired, the minister agreed

[*Traduction*]

Le président: Non, c'est l'article 32, monsieur Royer, et il n'y a qu'un paragraphe.

Une voix: Nous étudions maintenant l'article 34.

Le président: Nous n'y sommes pas encore rendus.

Une voix: Que si! Nous avons avancé à toute vapeur, monsieur le président.

Le président: Non. Je viens tout juste de mettre l'article 32 à l'étude.

M. Nowlan: Je suis désolé, je croyais que cet article avait été adopté. Je croyais que nous étions rendus à l'article 33.

Le président: Oh, l'article 32 est adopté. J'avais mis à l'étude l'article 33. L'article 33 est-il adopté?

L'article 33 est adopté.

Le président: Je mets maintenant à l'étude l'article 34.

M. Nowlan: Je dois avouer que je ne comprends pas tout à fait cette question, mais si le Bureau est ajouté à l'annexe I de la Loi sur l'accès à l'information, est-ce que cela n'exclut pas le Bureau canadien de la sécurité aérienne, qui, alors, n'est plus obligé de fournir des renseignements? Ou est-ce que ça l'oblige à le faire?

M. Royer: Monsieur le président, cet article a pour effet de mettre le Bureau sur la liste d'institutions du gouvernement qui figure dans la loi.

M. Nowlan: Et cet organisme doit alors donner des renseignements en vertu de la Loi sur l'accès à l'information lorsque la demande est faite dans les règles?

M. Royer: Oui.

Le président: C'est un article normal, qu'on ajoute à toutes les nouvelles lois du Parlement, n'est-ce pas? Cela relève de . . .

M. Nowlan: Mais il y a certaines annexes qui excluent, et d'autres qui incluent.

Le président: Monsieur Royer.

M. Royer: Pourrais-je apporter une précision? À l'article 34, vous verrez un peu plus loin qu'on parle aussi des deux genres de dossiers que sont les enregistrements pilotage et les dossiers remis en vertu du système de rapport volontaire, qui tombent sous l'article 23 de la Loi sur l'accès à l'information et qui créent une exemption pour les interdictions réglementaires.

M. Nowlan: C'est justement où je voulais en venir.

M. Royer: Cela ne sert qu'à exclure ces deux documents que sont les enregistrements pilotage et les rapports émanant du système de déclaration volontaire. Tout le reste est soumis à la loi.

Le président: Monsieur Wilkins.

M. Wilkins: Peut-être pourriez-vous me donner un mot d'explication sur le système de déclaration. Vous vous rappellerez que le juge Dubin a recommandé qu'il devrait y avoir un système de déclaration volontaire en vertu duquel les pilotes et d'autres personnes pourraient faire rapport à un organisme indépendant, tout en protégeant leur identité. Tenant compte

[Text]

that should be a total system comprising both mandatory and voluntary incidents reporting, the mandatory part covering those things which carriers and others are now required by law to report; the voluntary part being the information volunteered by pilots and others, in which their identity would be protected. It is to protect that element of the system that this exemption is created.

Mr. Nowlan: I appreciate that and if I understand it, then specifically the cockpit recording would not be, in time, published. But the work of the board in investigation of reports which flow in part from the cockpit investigation, that would be public?

Mr. Wilkins: No. That is not entirely true, I do not think, Mr. Nowlan. It is not intended that the cockpit voice recording would not be made public. It is intended that it would be made public at the discretion of the board and not be subject to production as the result of an application under the Access to Information Act.

Mr. Nowlan: Now we are coming to it. So in that unfortunate Air Canada accident south of the border, if that had occurred in Canada and this act was in place, then we would not have had the transcript of that cockpit recording that appeared in the daily newspaper.

• 1655

Mr. Wilkins: You would have had it if the board had judged that it was all right to release it, that it was pertinent, that the information was valuable to the public and that it was not improperly damaging to any individual.

Mr. Nowlan: To any person.

Mr. Wilkins: I might add that the practice in the United States with the National Transportation Safety Board—fairly recently instituted, I believe—is to hold back for 60 days after the accident the production of information from cockpit voice recorders in order that that information is made available in context—in other words, when the investigation has begun, when other facts relevant to the accident are available—rather than out of context.

I think, if I recall correctly—and do not hold me to this—that in the case of the Air Florida accident in Washington the cockpit voice recorder information was sort of in the media the minute after they recovered the voice recorder and it fuelled speculation as to the cause of the accident before the investigation had really progressed enough to narrow that question down at all.

Mr. Morrison could perhaps confirm whether I am right or not on that.

My understanding is that the NTSB has changed its procedures in that regard. That would be an indication perhaps of the sort of procedure that the Canadian Aviation Safety Board might also implement, but it would not be eligible to be

[Translation]

des recommandations du comité consultatif que je présidais, le ministre a décidé qu'il devrait y avoir un système global comprenant des rapports volontaires et obligatoires sur les incidents, les rapports obligatoires portant sur ces choses qui doivent faire l'objet d'un rapport de la part des transporteurs, et autres, en vertu de la loi; la partie dite volontaire portant sur ces renseignements donnés volontairement par les pilotes, et autres, sous le couvert de l'anonymat. C'est pour protéger cet élément du système que l'on crée cette exemption.

M. Nowlan: Je comprends tout cela et, si j'ai bien saisi, l'enregistrement pilotage ne serait pas publié. Mais on rendrait publics les résultats des enquêtes du Bureau découlant de l'étude de rapports qui, en partie, découlent de l'étude de l'enregistrement pilotage.

M. Wilkins: Non. Je ne crois pas que ce soit exactement le cas, monsieur Nowlan. On n'entend pas que l'enregistrement pilotage ne pourrait jamais être rendu public. Ce genre de chose serait rendu public à la discrétion du Bureau, qui ne serait pas obligé de le publier en vertu d'une seule demande faite en vertu de la Loi sur l'accès à l'information.

M. Nowlan: Nous y venons enfin. Donc, dans ce malheureux accident impliquant Air Canada chez nos voisins du Sud, si cet accident s'était produit au Canada et que la loi qu'on nous propose aujourd'hui avait été en vigueur, nous n'aurions jamais vu cette transcription de l'enregistrement pilotage qu'on a vu publiée dans les quotidiens.

M. Wilkins: Vous l'auriez eu si le bureau avait estimé que les renseignements étaient valables et pertinents, et qu'ils n'allaient pas porter préjudice à quelqu'un.

M. Nowlan: À personne.

M. Wilkins: J'aimerais ajouter qu'aux États-Unis, le nouveau *National Transportation Safety Board* garde l'enregistrement pilotage pendant 60 jours après l'accident, quand il l'estime approprié, c'est-à-dire une fois que l'enquête a commencé, quand d'autres faits concernant l'accident sont disponibles.

Je crois savoir que dans le cas de l'accident d'Air Florida, à Washington, l'enregistrement pilotage a été publié par les médias au moment même de sa découverte, avant le début de l'enquête, ce qui a entraîné des suppositions sur la cause de l'accident.

Peut-être que M. Morrison peut dire si j'ai raison ou non.

Je crois savoir que le NTSB a changé ses règles de procédure. Le Bureau canadien de la sécurité aérienne pourrait suivre son exemple, mais on n'aurait pas à produire l'enregistrement pilotage suite à une demande faite en application de la Loi sur l'accès à l'information.

[Texte]

produced by virtue of an application under the Access to Information Act.

Mr. Nowlan: Unless the board clears it.

Mr. Wilkins: Right.

The Chairman: In other words, you are saying, I think, that you want the whole thing to be conducted properly so the results of the investigation will be based on information rather than inflammation.

Mr. Forrestall: And that is not the only process or procedure that in fact is protected. The practice of reporting incidents is as well.

The Chairman: Yes.

Clauses 34 to 44 inclusive agreed to.

The Chairman: I have been asked to ask the committee if by unanimous consent at this point we can revert back to Clause 23.

Some hon. Members: Agreed.

On Clause 23

The Chairman: So I revert to Clause 23—for an amendment, I guess.

Mr. Flis: Thank you, Mr. Chairman.

Maybe I will just toss it out for discussion and see whether the members feel an amendment is warranted or not.

If you look at Clause 23.(5), the board makes its report to the minister and, as the subclause states, the minister then has to report back to the board within 90 days on what action he has taken on their recommendations or whether no action was taken.

I see a little loophole there. What if the minister decides to take an action different from what the board recommended? There is nothing in that subclause to cover that. I know it puts a greater onus and responsibility on the minister, but maybe that would improve the bill, and if the committee so feels then I would make such an amendment.

Some hon. Members: Agreed.

Mr. Flis: Then I would move, Mr. Chairman, that Clause 23.(5) of Bill C-163 be amended by striking out line 37 on page 14 and substituting the following:

will be taken or that the action to be taken differs from the action that has been recommended, and in any case the appropriate

So what we are adding is that the action to be taken differs from the action that has been recommended. It covers all situations.

The Chairman: But now does that remove “and in any case the appropriate Minister shall make his reply available to the public”?

Mr. Flis: No.

• 1700

Amendment agreed to.

[Traduction]

M. Nowlan: À moins que le Bureau ne soit d'accord.

M. Wilkins: C'est exact.

Le président: Vous dites alors qu'il faut avoir une bonne procédure, afin que les résultats de l'enquête soient basés sur des faits plutôt que sur des conjectures.

M. Forrestall: Ce n'est pas la seule procédure à être protégée. Il y a aussi les rapports d'incidents.

Le président: Oui.

Les articles 34 à 44, inclusivement, sont adoptés.

Le président: Le Comité serait-il d'accord pour réétudier l'article 23?

Des voix: D'accord.

Article 23

Le président: Alors, nous retournons à l'étude de l'article 23, pour une modification, je suppose.

M. Flis: Merci, monsieur le président.

On peut peut-être en parler et décider si on a besoin d'une modification ou non.

Le paragraphe 23.(5) dit que le bureau fait rapport au ministre, et que le ministre, dans les 90 jours, informe par écrit le bureau des mesures qu'il a prises ou entend prendre, ou de sa décision motivée de ne prendre aucune mesure.

Je vois des difficultés. Qu'arrivera-t-il si le ministre prend des mesures différentes des recommandations du bureau? Il n'y a rien, dans le paragraphe, qui prévoit cela. Je sais que cela augmentera la responsabilité du ministre, mais j'aimerais savoir si le Comité serait disposé à faire une telle modification.

Des voix: D'accord.

M. Flis: Je propose donc, monsieur le président, que le paragraphe 23.(5) du projet de loi C-163 soit modifié par substitution à la ligne 24, page 14, de ce qui suit:

mesure ou de prendre une mesure différente de la mesure recommandée; en tout état de cause, il rend publi . . .

On ajoute la notion d'une mesure différente de la mesure recommandée. Le paragraphe prévoit toutes les possibilités.

Le président: Cela élimine-t-il la phrase «en tout état de cause, il rend publique sa réponse»?

M. Flis: Non.

L'amendement est adopté.

[Text]

Clause 23 as amended agreed to.

Schedule agreed to.

Clause 1 agreed to.

The Chairman: Shall the bill as amended carry?

Some hon. Members: Agreed.

The Chairman: Shall I report the bill as amended to the House?

Some hon. Members: Agreed.

The Chairman: All right, if somebody would move the appropriate motion. Mr. Turner.

Mr. Turner: I move that Bill C-163, An Act to establish the Canadian Aviation Safety Board and to amend certain Acts in consequence thereof, be reprinted for use in the House of Commons at report stage.

Motion agreed to.

The Chairman: Now, before we adjourn may I take this opportunity to thank the witnesses who appeared before us and those who came to assist us as well. I would also like to thank our clerk and staff and the members of the committee for their prompt attention to this bill.

Mr. Flis.

Mr. Flis: Mr. Chairman, I think we owe a vote of thanks to Mr. Ellis, who is not here, and his colleagues there for getting the three parties together to agree on certain amendments and on the time period in which to get this through. I think with the amendments we accepted it is a much better bill. I think it is that kind of spirit of co-operation that brings forth good legislation. Let us hope it gets through the House as quickly as it did through the committee.

Mr. Nowlan: I must say, Mr. Chairman, just to respond to that, that it just goes to prove that when your cause is good and the calibre of the members is excellent, then legislation can proceed with dispatch. I hope we have not worked too much dispatch through the co-operation of the opposition, because this got a very speed-up provision on June 28. Some of the worries and concerns of those who lobbied and presented their views in the practice of the board, because we all want the safety improved . . . It does work out along the lines you say.

I must say that I think this is a great example, Mr. Chairman. It is too bad that on other issues, on other committees and other legislation we could not perhaps follow it sometime. I think you have been a good chairman, too.

The Chairman: I am only responsible for this committee, Mr. Nowlan. Thank God I do not have to do another one.

Mr. Forrestall: Lest we return the committee to normalcy.

The Chairman: Right. Thank you all very much. The committee is adjourned to the call of the Chair.

[Translation]

L'article 23, modifié, est adopté.

L'annexe est adoptée.

L'article 1 est adopté.

Le président: Le projet de loi, modifié, est-il adopté?

Des voix: Adopté.

Le président: Dois-je faire rapport du projet de loi, modifié, à la Chambre?

Des voix: Adopté.

Le président: Quelqu'un veut-il proposer la motion? Monsieur Turner.

M. Turner: Je propose que le projet de loi C-163, Loi constituant le Bureau canadien de la sécurité aérienne et modifiant d'autres lois en conséquence, soit réimprimé pour utilisation à la Chambre des communes à l'étape du rapport.

La motion est adoptée.

Le président: Avant de lever la séance, j'aimerais dire merci aux témoins qui ont comparu devant nous et qui nous ont aidés. J'aimerais aussi remercier notre greffier, notre personnel et les membres du comité de leur collaboration.

Monsieur Flis.

M. Flis: Monsieur le président, je pense que nous devons aussi dire merci à M. Ellis, qui est absent, et à ses collègues, pour avoir amené les trois partis à s'entendre sur certaines modifications et sur la durée de l'étude du projet de loi. Je pense qu'avec les modifications, le projet de loi est meilleur. J'estime qu'avec cet esprit de collaboration, nous pouvons faire de bonnes lois. Espérons que la Chambre l'adoptera aussi rapidement que le comité.

M. Nowlan: Je dois dire, monsieur le président, que lorsque la cause est bonne et la qualité des membres excellente, on peut faire le travail rapidement. J'espère que nous n'avons pas travaillé trop rapidement, à cause de la disposition du 28 juin. Nous voulons tous améliorer l'aspect sécurité, et nous avons tous des préoccupations . . .

Je dois dire que c'est un bon exemple, monsieur le président. C'est dommage que nous ne suivions pas cet exemple dans d'autres comités et pour d'autres lois. Je pense que vous êtes un bon président.

Le président: Je ne suis responsable que pour ce comité, monsieur Nowlan. Dieu merci, je n'en ai pas d'autre.

M. Forrestall: De peur que le comité ne revienne à la normale.

Le président: D'accord. Je vous remercie. La séance est levée.



If undelivered, return COVER ONLY to:
Canadian Government Publishing Centre,
Supply and Services Canada,
Ottawa, Canada, K1A 0S9

En cas de non-livraison,
retourner cette COUVERTURE SEULEMENT à:
Centre d'édition du gouvernement du Canada,
Approvisionnement et Services Canada,
Ottawa, Canada, K1A 0S9

WITNESSES—TÉMOINS

From the Department of Transport:

Mr. Jaffray Wilkins, Associate Deputy Minister.
Mr. Paul Royer, Legal Counsel.
Mr. Ken A. Johnson, Director, Aviation Safety Bureau.

Du ministère des Transports:

M. Jaffray Wilkins, Sous-ministre adjoint.
M. Paul Royer, Conseiller juridique.
M. Ken A. Johnson, Directeur, Bureau de la sécurité aérienne.



CANADA

INDEX

STANDING COMMITTEE ON

Transport

HOUSE OF COMMONS

Issues 1-148

•

1980-1983

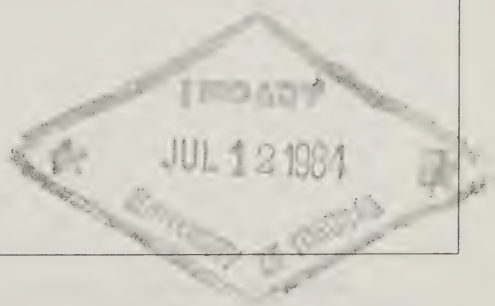
•

1st Session

•

32nd Parliament

Chairman: Mr. Maurice A. Dionne



Published under authority of the Speaker of the House of Commons by the Queen's Printer for Canada

Available from Canadian Government Publishing Center, Supply and Services Canada, Hull, Québec, Canada K1A 0S9

INDEX

HOUSE OF COMMONS COMMITTEES—OFFICIAL REPORT

FIRST SESSION—THIRTY-SECOND PARLIAMENT

Abbreviations: A.=Appendices. Amdt.=amendment. M.=motion. S.O.=standing order.

DATES AND ISSUES

—1980—

May: 8th, 29th, 1.
June: 3rd, 2; 5th, 3; 17th, 4; 19th, 5; 25th, 6; 26th, 7; 27th, 8.
July: 3rd, 9; 7th, 10; 8th, 11; 10th, 12.
October: 30th, 13.
November: 4th, 14; 6th, 15; 13th, 16; 18th, 17; 26th, 18; 27th, 19; 30th, 85.
December: 2nd, 20; 19th, 21.

—1981—

January: 22nd, 22.
March: 12th, 23; 26th, 24; 31st, 25.
April: 1st, 26; 2nd, 27; 7th, 28; 8th, 29; 9th, 30.
May: 19th, 31; 21st, 32; 26th, 33.
June: 30th, 34.
July: 7th, 35; 9th, 36.
December: 1st, 37; 3rd, 38; 15th, 39.

—1982—

January: 28th, 40.
February: 2nd, 40; 3rd, 41; 4th, 42, 43; 9th, 44, 45; 11th, 46, 47; 16th, 48; 18th, 49, 50; 23rd, 51; 25th, 52, 53.
March: 2nd, 54; 23rd, 25th, 30th, 55.
April: 20th, 56; 22nd, 57; 29th, 58.
May: 4th, 59; 6th, 60; 11th, 61; 13th, 62; 20th, 63; 25th, 64; 27th, 65.
June: 1st, 66; 8th, 67; 10th, 68; 29th, 69, 70; 30th, 71.
July: 5th, 72; 6th, 73, 74; 7th, 75; 8th, 76, 77; 13th, 78; 14th, 79.
November: 16th, 80; 18th, 81; 23rd, 82, 83; 25th, 84; 30th, 85.
December: 2nd, 86.

February:	17th, 87.
March:	15th, 88; 17th, 89.
April:	14th, 90; 19th, 91; 21st, 92; 26th, 93; 28th, 94.
May:	5th, 95; 12th, 96; 19th, 97; 26th, 98; 31st, 99.
June:	21st, 100; 28th, 101, 102; 29th, 103, 104.
July:	26th, 105; 27th, 106; 28th, 107.
August:	2nd, 108; 3rd, 109; 4th, 110; 5th, 111; 6th, 112; 8th, 113; 9th, 114; 10th, 115; 11th, 116; 12th, 117; 16th, 118; 18th, 119; 23rd, 120; 24th, 121; 25th, 122; 30th, 123; 31st, 124.
September:	1st, 125; 7th, 126, 127; 8th, 128, 129; 12th, 130, 131, 132; 13th, 133; 14th, 134, 135; 15th, 136, 137; 19th, 138, 139; 20th, 140, 141; 21st, 142, 143; 27th, 147; 28th, 148.
October:	31st, 144.
November:	3rd, 145; 30th, 146.

ATIS, *see* Automatic Terminal Information Service

Abandoned Railway Lines Bill—C-221. Mr. Watson
Subject matter, 34:3

Abbott, Eddy, references, 30:43

Abbott, Mr. E.G. (Executive Secretary, Canadian Railway Labour Association)
Transportation of Dangerous Goods Bill (C-18), 7:51-60, 64, 68-80

Accidents, *see* Air Canada; Air transport; CP Rail; Containers;
Hazardous products; Mississauga, Ont.; Railways; Search and rescue; Transport Commission; Whitehorse Rapids

Ackroyd, Mr. J.W. (Chairman, Law Amendments Committee, Canadian Association of Chiefs of Police)
Transportation of Dangerous Goods Bill (C-18), 9:9-10, 13-4, 20

Action Group for Crow Retention, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

Acton, Mr. Robert (New Brunswick Federation of Agriculture, Maritime Farmers Council)
Western Grain Transportation Bill (C-155), 119:91-7

Adair, Mr. John (Vice President, Brotherhood of Locomotive Engineers, Canadian Railway Labour Association)
Transportation of Dangerous Goods Bill (C-18), 7:56, 80

Adamack, Mr. Bill (Individual, Assiniboia, Sask.)
Western Grain Transportation Bill (C-155), 116:17-20; 144A:1-3

Advertising, *see* Air Canada; Canadian National Railways; Freight rates—Crow's Nest Pass rates, Revision; VIA Rail Canada Inc.

Aeroflot, *see* Air Canada

Aeronautics Act
Amending, 18:23; 58:24-5; 91:4-5
Compensation awards, 73:29-30

Agricultural college, Olds, Alta., 109:162

Agriculture
Centralization, 112:74; 113:132-4; 116:31
Crop insurance, 112:70
Land, new, developing, 114:21
Land values, 113:139-40; 114:187-8; 116:84-5
Policy
Industrial policy compatibility, 113:37-9; 117:51-2
Jurisdiction, 118:13-4, 24
National Farmers Union position, 113:42-3
Production, technological advances, 111:9-10, 22-3; 113:137; 115:12-3, 26-7, 51, 160-1
Sharecropping, 109:189
Stabilization payments, 112:44-6, 53, 59-60
United States, comparison, 112:18; 113:126; 114:154-5
See also Farmers; Peace River

Agriculture Department, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

Agriculture Standing Committee, report to House, Speaker rejecting, 122:11

Air B.C.
CTC hearings, 49:35-7
Owner Jim Pattison, intentions, 85:44-5

Air Cadet League of Canada
Grants, 80:23-4
Top female cadet Jeannie McKibbin, 80:26

Air Canada

Accidents, Cincinnati June 2/83 cabin fire, 102:16-7
Accidents, Toronto Malton airport, DC-9 takeoff crash, June 26/78, inquiry recommendations, 31:34-5
Administrative structure, president-chairman relationship, full/part time, roles, 98:15-9, 44-5
Advertising, tourism, promoting, 20:69
Aeroflot comparison, 66:15
Air express, ground handling operations, bids, 95:23
Aircraft
Boeing 707, overhaul, Winnipeg, 97:13
Boeing 767, 20:19-20, 23-4
DC-9, 20:8-10, 13, 28, 38-9; 66:9, 14
Fleet renewal program, 66:8-10
Lougheed 1011-500, 20:9-10, 13, 19-20, 55-6
Purchase vs leasing, 20:13-5, 93
Anniversary, 35th, 66:49
Annual reports, 1979, 20:6-94
1980, 1981, 66:4-52
1982, 95:5-65; 99:4-27
Assets/liabilities, discrepancies, 66:31-2
Atlantic provinces operations, 20:33-6, 59-60, 78-9; 66:15-6
Auditing, President and Chief Executive Officer Claude Taylor, position, 15:25-6
Baggage pilfering, 66:35-8
Cargo service, stretch DC-8 conversion, 66:42, 45
Charter services on scheduled flights, 46:55-64
Commission costs, 66:50-1
Competition, effects, 20:9-11; 46:85; 66:28-9
Credit card operations, 66:50-2
Debt-equity ratio, 20:13-5, 19, 92-3; 66:21-3; 70:34; 95:6-7
Domestic air transport policy, 46A:1-52; 48:47
Donations, corporate, 66:46-9
En Route magazine, 20:50, 70
Executives, Que., bonus payments, 95:23, 57-8
Expansion opportunities, 46:87-8
Fares, 46:53, 60; 47:12; 49:29-31
Canada-U.S. comparison, 20:7, 11-2, 67; 20A:1-2
Seat sale, U.S. retaliation, 88:9-13; 89:10-11; 90:10-4; 91:8-10
Fifth freedom rights, *see* Air transport—Britain/Canada bilateral negotiations
Fuel costs, 20:10, 21
Fuel throughput charges, 66:26, 48
Fuel, transportation fuel cost recovery charge, 66:25
Growth, forecasting, 3/5/10-year plans, 20:12-5, 41-3
Headquarters, relocation decision, A.E. LePage property evaluation, RCMP investigation, etc., 95:8-10, 24-54, 58-62; 97:5-27; 98:11-5, 18-9, 41-3, 57-8; 103:4
Handwriting analysis requesting, 95:31-2, 63-4; 96:5-6
International operations, domestic connecting flights, 46:86-9
Investments, shares acquisition, Guinness Peat Aviation Co., 20:22, 26-7
Landing fees, 20:53, 67-8, 71
Lay-offs, 86:50; 95:7, 57-8
Leasing, interest rates, 66:49
Legal action, contingency funds, 20:57
Licensing, 20:6
Loans, currency fluctuation reserves, 66:41-2
Loans, interest rates, 66:8-10; 97:9
Maintenance costs, 66:40-1
Mandate, flight domination, economic control, 40:55-6, 60, 70, 89-90; 41:25; 42:8-9, 23-4, 30, 45; 43:14; 46:78-83, 94-5; 47:12, 25, 32-5; 48:70; 51:25, 36-40; 53:5-8; 54:11-3
Maple Leaf lounges, 66:46
Meal service, shorthaul flights, 66:45
Messier, Mrs. Lydia, compensation, 20:40-1

Air Canada—Cont.

- Northern Canada operations, 44:35; 46:72-3
- Ontario operations, 51:61, 70-1
- Operation expenses, proficiency, 40:78; 47:12-3
- Operations, 97:9-10; 98:31; 98A:6-11
- Other airlines, comparison, 20:8
- Passes, free tickets, CTC officials, conflict of interest, etc., 65:18-23
- Pensions, 20:56-7, 88-9
- Privatizing, staff share purchase, 20:15-9, 22, 37-8, 60; 46:83; 66:25-6
- Profits, losses, subsidies, 46:63-5; 47:36-7; 66:4-5; 95:7-8
- Quebec, domestic flights, cutbacks, 27:21-2; 33:29-30; 88:46-8
- Regional carrier operations, 46:89-91; 49:32
- Revenue, dividends, 20:8, 33, 57-60; 47:29
- Routes
 - Low profit routes, 46:92
 - Transfers, cancellations, 46:69-73
 - Transport Commission applications, 46:65-6; 49:29-31
- Safety procedures, Dublin commission findings, 20:29-32
- Safety procedures, heavy rainfall landings, 27:43
- Sept-Iles, Que. service, 46:89-94
- Service, 42:104-5
- Service/profit obligations, 20:11, 60-1; 22:92; 66:12-4
- Shorthaul flights, costs, 66:19
- Small communities, servicing, 40:91
- Staff
 - Early retirement/separation agreements, management/machinists, discrimination, 88:17-8; 95:20-3, 55-7
 - Medical examinations, California, 98:10-1, 35-6
 - Numbers, 66:47
 - Relations, morale, 20:7, 22, 37-8
 - Salaries, labour disputes, etc., 46:95
- Status, regulating, 40:19-20, 30-1
- Sun charter flights, connector fares, Wardair appeal, 66:17-8
- Surveys, costs, 20:51-3
- Terminal facilities, 40:90; 46:81
- Ticket offices, intermodal reservations, travel agents role, 20:79-86, 90-1
- See also* Regina
- Toronto-Vancouver flights, 20:10
- United States airlines, comparison, 66:19
- Western provinces, regional services, PWA taking over, 20:61-2
- Wines, Canadian, 19:46; 20:46-51, 69-72, 82
- See also* Air transport; CN Hotels and Tower; CP Air; Crown corporations; Eastern Provincial Airways; Great Lakes Airlines; London, Ont; Nordair; Organizations/individuals appearing and briefs submitted—Air Canada annual reports—Air transport *Proposed domestic air carrier policy*; Radioactive material—Radiation levels, Spills; Regina; Transport Commission; VIA Rail Canada Inc.—RESERVIA; Wardair International Ltd.; Winnipeg—International airport

Air Canada Act, 135:21**Air Chicago** (Chicago Illinois), *see* Organizations/individuals appearing and briefs submitted—Air transport *Proposed domestic air carrier policy***Air India**, Canada flights, 20:76; 24:25; 56:18-9; 64:15; 91:8**Air Maritime**, operations, 42:55; 66:16, 44-5; 85:16-7**Air Mingan**, *see* Air transport—Accidents**Air Ontario**

- Operations, 31:50-1
- Status, 50:32-3
- See also* London, Ont.

Air safety

- Airport rating code, black star, etc., 41:40-1, 47
- Conditions, 31:30, 49
- Costs, 102:33-4
- Dublin commission, 15:21; 17:6; 18:21-4; 24:8; 31:11; 38:55; 102:6, 9, 21
- Hearings, CALPA submissions, 31:31, 36-7; 102:5-9, 16, 22
- Hearings, flight attendants submissions, 31:39
- Report
 - Committee referral, requesting, 31:21-2, 25-7; 56:19
 - Publication delay, 31:36
 - Recommendations, implementing, advisory committee, etc., 57:29; 58:6-9; 63:4-6, 12, 18; 64:28-9; 80:8; 84:19; 88:6-7; 91:4-5; 98:24, 27-8; 98A:1-5; 148:16, 29
- See also* Air Canada; Transport Department—Staff
- Evidence, conflicting, Committee investigating, 31:21-2, 24-5
- Funds, lacking, 31:14-5, 31
- Helicopters, 63:7, 16, 25-7; 64:33
- Inspection/maintenance, 58:14; 63:5-24; 64:28-32; 66:14
- Medical records, confidentiality, etc., 102:7-8, 13-4, 18-9, 23-5, 32-3; 147:9-16; 148:21-4
- Transport Commission mandate, 46:19-21; 51:42-6; 54:34
- Weather, CAT-3 conditions, 31:38-9
- See also* Airports; Aviation Safety Board; Aviation Safety Board Bill—C-163; Eastern Airlines; Toronto international airport

Air traffic control, *see* Airports; Toronto—Malton international airport; Winnipeg**Air traffic controllers**

- Air administrator Walter McLeish, relationship, 31:22-3
- Attitudes, "very, very, protesting group", Pepin statement, 25:11; 27:6-8; 31:18-22
- Committee appearance, 17:6-7; 18:5, 24-5; 56:24-6; 64:29-30
- Court appearances, 27:98-9
- Hiring, unemployed U.S. controllers, 57:33-4
- Joint technical committee, Transport Department, 17:7; 31:9
- Montreal, Dorval airport, Donald Kelso case, 24:75-9; 31:23-4
- Overtime, 27:11, 55-6; 31:11
- Quebec
 - BILCOM report, 27:31
 - Bilingual operations, 31:17, 76-7; 80:33
 - Les gens de l'air, CATCA relationship, 27:28-9
- Right to strike, 20:54-5; 31:20; 57:20-1
- Salaries, working conditions, five-four staffing formula, etc., 25:10-3, 32; 27:29-32; 31:32
- Sick leave, 27:99
- Staffing, shortages, 31:10-1, 17-8, 35-7, 51; 57:19-20; 80:33
- Stress, studies, 27:11-3; 31:15-6; 57:21
- Training schools, Que., 27:18-20, 30-3
- Transfers, effects, 31:15
- Transport Department, Minister, relationship, 56:24; 80:34
- See also* Toronto—Malton airport

Air transport**Accidents/incidents**

- Air Mingan December 1980 aircraft disappearance, 27:102-3
- CFCAS Montreal May 1/79, 63:8-9, 15-9, 30
- Cranbrook, B.C., PWA Boeing 737 Feb. 11/78 jet crash, 80:34-5
- Heavy rainfall landings, study, 27:42-3
- Investigation boards, CALPA recommendations, 31:42-4; 102:7-10, 14-8, 22, 27; 147:6-9
- Investigation, intermodal, 84:19
- "Occurrences", definition, 102:16-8; 147:15, 20-2
- Twin Otter, Toronto Feb. 27/81, 63:15, 25-9; 80:35-6
- Voice recorder tapes, importance, 31:43; 102:8-9, 30-2; 148:27-30

Air transport—Cont.**Accidents/incidents—Cont.**

White River, Ont., Aug. 21/80, inquiry, 15:41; 18:17, 20-1; 23:30

See also Air Canada; Collision course; Railways; Transport Department—Aircraft

Air administration, airport commission, role, 91:17

Aircraft, *see below* Local

carriers—National/regional/local—Regional carriers

Airside/groundside capabilities, imbalances, 31:30-1, 37-8, 49-50
Atlantic provinces, 51:48-9

See also below Competition, Air Canada—Quebec

Bilateral agreements, negotiations, process, 27:58, 105-6

Britain/Canada bilateral negotiations, western provinces, British

Airways landing rights, Air Canada fifth freedom rights, etc.,
4:34-6; 20:55-6, 73-7; 24:25-6; 25:73-4; 27:58-9, 89-90, 104-7

Charters

Charter/charter class, 48:86

Deregulation, 46:34

Domestic, CTC decision, Consumers' Association of Canada
overturning, 47:7-8

Domestic, policy, 41:14-5

Fares, 43:17-8

International/domestic, 44:64; 51:55-7

International, policy, 40:14-5, 39-40, 47; 41:13-4

Western provinces, 49:65

See also Air Canada; Airlines; Bradley Air Services; CP Air and
see also below Scheduled flights

Chemicals, radioactive material, cargo in passenger aircraft, 2:30-5;
7:27-32, 44-5

Competition, 47:9, 21-2; 48:61-2; 49:38-9; 51:8-9, 25

Demand, peak flying times, 42:22-3; 49:39-41

Marketing devices, 45:31; 48:68; 49:16-7

Montreal-Toronto route, 42:75-7, 84-5, 99-100; 45:30-1; 46:67-9;
49:15-6; 51:61; 54:30-2

Policy, 40:14, 28-30, 36, 42-5, 64-7, 70, 83-5, 93-4

Quebecair, eastern Que., 41:26

Service/fares, 40:79-80; 46:44-5

Consumer protection fund, 48:64-6; 51:41

Cost recovery, 24:17

Cross subsidization, 40:65, 77-8, 86-9; 41:19, 40-1; 46:15; 47:31-2;
48:81-2; 49:20-1, 46-7, 52; 51:10, 21-2

Deregulating

United Kingdom, 40:56; 46:28

See also above Charter and *see also below* Regulation—United
States

Domestic air carrier policy, 54A:1-4

Air Canada position, 66:23-4

Discussion paper, 38:56-7

Review, 15:23-4; 16:7, 29; 24:22; 27:36-7

Subsidies, 90:19-23

Domestic air carrier policy *Proposed domestic air carrier policy*
(unit toll services), August 1981

Application, 42:101-2

Consideration, 40:7-95; 41:4-45; 42:5-106; 43:4-24; 44:4-47;

45:4-51; 46:5-97; 47:4-44; 48:5-89; 49:6-72; 50:4-34; 51:5-80;
52:6-52; 53:4-17; 54:5-34; 55:1-58

Industry, media, reaction, 40:16, 20-1

Political accountability, policy regulators, 52:7-11, 18-28; 53:6-11

Report, implementation, 56:7-9, 13-5; 64:16-7; 65:17, 38;

85:38-41; 88:8-9; 90:22; 91:5

Europe, 48:48

Excise (passenger) tax increase, Oct. 28/80 budget measures, 15:10,
33-4

Fares

Canada/United States, 40:88; 51:15-6

Charter/promotional, 46:9, 15-6; 49:41; 51:9

Competition, 40:46-7, 52; 45:47-8; 49:49; 51:10; 54:16

Air transport—Cont.**Fares—Cont.**

Discrepancies, 40:91-3; 46:36; 48:45, 81-2

Equal rates/equal distance, 41:16-9

Isolated areas, CTC subsidy policy, 4:47-9; 40:24-5

Joint fare scheduling, 16:54; 40:24

Manicouagan constituency, Schefferville, Gagnon, Fermont,
4:47-9

Northern Canada, 41:17

Pricing, predatory, 40:59-60; 45:48; 46:66; 51:26

Quebec, middle and lower north shore, 27:45-7

Queen Charlotte Islands, B.C., rebate termination, 3:13-4; 4:43-4,
47

Toronto-Ottawa flights, competition, etc., 40:47-8

Transport Commission approval, 41:35

User pay concept, 54:7, 18, 29

See also Air Canada and *see also above* Charters; Competition

Fuel

Avgas 80-87, substitutes, 58:19

Price increases, 27:32; 46:40; 51:17-9

Taxes, 57:11-4; 84:6-7; 88:50-2

Transportation fuel cost recovery charge (TFCRC), 88:33-4;
89:33-5

2 price system, 15:7-8; 17:16; 24:29; 27:11-2, 56-7, 83-4

See also Air Canada

Funds, allocation, 15:10

General aviation

Instruction, standards, 27:16-8

Maps, Energy, Mines and Resources Department changing to
U.S. style, 25:42-5

Radio communications, 85:20

Transport Department attitudes, adversary position, etc., 27:16-7;
88:50-2

Geographic, demographic conditions, 40:53-4, 76-7; 45:12; 51:11-2

Hazardous products

Cargo access, passenger safety, etc., 2:30-5; 7:27-9

Containers, legislation, I.A.T.A. role, etc., 2:8, 13-8, 34-5

Firearms, etc., handling, control, 56:35-9

Helicopters, licensing, 86:38-9

Industry, evolution, 47:9-10, 15, 32

International

Free entry, 40:45-8; 51:29

See also above Charters and *see also below* Licensing policy

International/domestic flights, 54:32-3

Isolated communities, servicing, 40:53, 65, 86-8, 91; 47:30-4;

49:20-1, 31-2; 51:7, 37-8

Labour unions, negotiations, 57:21-2

Landing/takeoff delays, fuel waste, 31:46-7

Licences, consolidation, 42:46-7

Licensing policy, 41:27, 44-5; 45:23-7; 49:35-7, 42-3, 49-50; 50:25,
28-9

International routes, 54:23-4

Lease of entry, 54:19-22

Local carriers

Aircraft restrictions, 49:69-70

Cargo capacity, 45:16

Competition, 40:25-6; 50:31

Expansion opportunities, 41:40; 41:11-2

Isolated areas, seasonal operations, 49:48-51; 50:8-9, 15-6

Jet carrier restrictions, 44:12-4, 18, 39; 45:8, 16; 50:8, 23-4

Role, restrictions, 40:12-3, 24, 44, 54, 82-3; 41:4-9; 42:25, 69-70;
43:7-9; 44:14, 27-8, 43-6; 45:14; 48:62; 50:7-8, 10, 13-4, 20-2,
25-6; 51:67; 52:45-6

Saskatchewan, 49:55-9, 64

Small companies, position, 40:31-3, 44, 54

See also Pacific Western Airlines and *see also below* National

Low density area routes, over-competition, 40:10

Air transport—Cont.

- Manitoba, 50:5, 9, 13, 21, 24, 27-8, 33
- Markets, 40:10; 41:38; 49:45
- National carriers
 - Advantages over local, regional carriers, 41:37-9
 - Competition, 40:23, 33-4; 46:41-2, 47-8; 51:21-3, 28
 - Role, restrictions, 40:11, 33, 36-7; 41:23-4; 42:69; 43:6-9; 45:12, 17; 49:67-8; 50:18; 51:51-2, 67, 79-80; 53:14-6; 54:27-31
- National/regional/local carriers
 - Aircraft restrictions, CTC role, 41:44; 48:62, 72-3; 49:44; 51:30-1
 - Interoute agreements, co-operation, 41:36-7; 45:15
 - Percentage domestic air traffic, 40:38
 - Regulations, restrictions, "one way swinging door" policy, 40:9, 13, 67-8; 41:5-6, 24, 43-4; 42:33-7, 46-7, 80, 98-9; 43:8, 44:14-5, 28-9, 37; 45:41; 46:10-1, 74-7; 47:10; 49:22-3, 57-8; 50:6-9, 15, 22; 51:5-6, 64, 74-6; 53:8; 54:6
- Northern Canada, 4:52-3; 27:76; 44:18-20, 25-6, 36-8, 46-7; 45:14; 46:32-3; 49:20-1, 66; 50:5, 10-1, 20-7, 31-3; 51:52-3
- Ontario, 51:60-2, 66, 70-7
 - See also below* Regional carriers
- Operating costs, 40:79-81; 45:7; 51:16-8, 58-9
- Domestic/transcontinental, 40:85-6
- Investment returns, 40:90-1
- No frills service, 40:89
- Passenger traffic decline, 16:28-9
- Policy, objectives, 40:8-11, 17-9, 29, 40-1; 41:10-2, 15-6, 19-21, 32; 42:9-11
- Prairie services, Brandon route, P.W.A. application, CTC hearing, etc., 4:27-8; 27:107-9; 33:35
- Provincial, federal government role, 51:65-6
- Quebec-Atlantic provinces routes, 42:60-1
- Quebec, Rouyn-Ottawa route, 65:35-41
- Rail transport, comparison, 49:18, 39; 51:27-8
- Regional carriers
 - Air Canada competition, 40:93-4; 42:19, 24-5, 37, 48, 83, 97-8; 46:74-6, 90-1
 - Aircraft, 42:101; 50:8
 - Charter flights, 46:30
 - Competition, 40:23, 55-7; 42:74-5, 83-4; 46:33, 50:31
 - East-west boundary, Brandon, Man., conditions, etc., 41:30-3; 42:6, 12, 15, 20-1, 27-8; 43:6, 11; 44:18; 45:13; 49:59-60, 68-9; 50:5-6, 10, 17-9, 22-3, 29-32; 51:52; 53:5-6, 14-5
 - Expansion opportunities, 41:40; 42:11-2; 53:13
 - Fleet restrictions, 45:41-2
 - Ground facilities, 43:22-3
 - Jet carriers, restrictions, 43:7
 - Markets, 46:93
 - Mergers, 41:28; 42:48
 - New Brunswick, 41:6-8; 85:15-7
 - Ontario, 51:70-4
 - Ottawa, access, 42:100-1
 - Provincial ownership, effects, 51:52-4
 - Quebec, 40:92
 - Region locales, 40:79; 43:19-21
 - Role, restrictions, 40:9-13, 23, 82; 41:13, 23-4; 42:15-6; 43:7-9, 13; 45:13, 17, 38; 46:49; 47:35; 50:7, 12-3, 17-9, 29-31; 51:67; 53:14-7
 - Supplemental services, 42:7
 - Toronto access, 50:11, 17, 29
 - 800 mile restriction, 41:11-2; 42:7-10, 25, 36-8, 44, 54, 91-3; 43:6-7, 11; 44:35; 45:12-3, 27, 43-6; 51:67
 - See also* Time Air Limited and *see also above* National carriers

Air transport—Cont.

- Regulation/deregulation policy, 40:28-32, 37-9, 43-5, 62-70, 75-7, 84-5, 92-5; 41:22-3, 34-5; 42:18-9, 23, 36; 43:13-4; 45:6-7, 10-1, 32-3, 46-7; 46:32-3, 66-7; 47:19-22, 40-1; 48:60, 83-8; 51:6-8, 26-8, 51, 56; 53:7-8, 12-3; 54:8-14, 19; 91:9-10
 - CTC role, 16:8-9, 26-9; 20:10, 24-6, 77-9, 89-90; 24:22-3; 40:8-11, 22, 83; 44:36-7; 49:9-11, 17, 21-2, 27-9, 32-5, 42, 48-50, 53-4; 50:9, 25, 30-1; 51:25-6; 53:7-14; 54:18-9, 29
 - See also* Airlines—Employees and *see also below* United States
 - Research reports, 49A:1-2
 - Safety standards, *see* Air safety; Railways
 - Saskatchewan, 49:56-8, 63-7, 70-1
 - See also above* Local carriers
 - Scheduled flights, capacity, passenger number, etc., 46:42; 49:12-3, 31, 44-5, 48; 51:29-30
 - Scheduled flights/charter flights, sky bus, markets, etc., 46:44, 50-1, 55-62, 96; 48:60-1, 71-81; 49:11-3, 24; 51:8, 56, 75
 - Service, 42:86-7; 51:27; 54:15
 - CTC monitoring, 41:27
 - Stability, 51:47-8
 - Service/profit obligations, 49:14-5
 - Socio-economic effects, 41:7
 - STOL (short takeoff and landing), Ottawa-Montreal-Toronto, 16:27; 17:17-9; 20:43-6, 63; 24:25; 27:40, 72-3, 84-7; 49:19-20; 51:79; 91:6
 - STOL (short takeoff and landing), Vancouver study, 27:74
 - Subsidization, 37:14-5, 50; 40:57-8, 74, 89, 93; 42:21-2; 46:41-3, 63-4; 48:85; 49:34-5; 51:42-7; 54:9-10
 - Small population density regions, 41:29
 - See also above* Cross subsidization
 - Third level carriers, 91:5-7
 - Toronto, *see above* Competition, Montreal—Fares—Regional carriers
 - Transborder, Canada-U.S., 40:88; 48:61, 82-3; 51:14-9, 21-2, 41, 44
 - Transcontinental routes, 40:10, 13, 46
 - Unit toll/specialized services, 45:15
 - United States, 47:16-7, 23-4, 33-4, 38-43; 51:22-4, 31-4, 40-3; 52:32-5, 39-40, 44-8, 51
 - Deregulating, effects, etc., 40:38-9, 52, 58-9, 68, 71-6; 41:42; 44:11; 45:10-1, 24, 46-7; 46:26-7, 33-4, 80-1, 96-7; 47:10-26, 31, 37-9; 48:6-57; 49:23-4; 51:13, 30-4, 43-4, 51; 52:32-7, 40-1, 44-9; 54:9-10, 16-8, 22-6
 - See also above* General aviation—Fares—Transborder
 - VER/VFR/IFR operations, 85:20
 - See also* Containers; Disasters; Hazardous products; Travel agencies
- Air Transport Committee**
- Mandate, jurisdiction, 49:18-9; 51:57-8
 - Regulatory process, policy, 44:39-42; 49:8-9, 25, 28
 - Routes, fares, applications, 49:7-8, 51, 71-2
- Air Transportation Administration**, *see* Organizations/individuals appearing and briefs submitted—Air transport *Proposed domestic air carrier policy*
- Aircraft**
- And equipment, Canada manufacturing, 54:17-8, 24
 - Cessna, farmer-pilots, 31:76
 - Challenger, *see* Canadair; Transport Department
 - Commuter carriers, 51:49-50
 - DC-9, access to cargo, 2:32; 7:30-1
 - Dash-7, Mirabel-Ottawa route, 88:11-2
 - Dash-8, *see de* Havilland Aircraft of Canada Limited
 - Definition, 147:9-11, 15-20
 - Emergency locator transmitters, 27:37, 70-2; 31:53, 60-5; 80:39-47; 91:22-4
 - Fuel reserves, 18:22, 25
 - Grumman II, 23:65

Aircraft—Cont.

- Gulfstream II, 23:65
- Jetstars, 23:65
- Radio frequencies, 720 channel, 58:18
- Radio licence fees, 58:18
- Size, load factor, efficiency, 48:41-3, 51; 49:20
- Ventilation systems, 2:30-2
- 767s, pilot crews, reducing, 80:8-9; 86:48-9
- See also* Air Canada; Airlines; Airports; Time Air Limited; Transport Department

Aircraft Operations Group, *see* Organizations/individuals appearing and briefs submitted—Aviation Safety Board Bill (C-163)

Airlines

- Aircraft acquisition, 54:16-7
- Charter operations, cancelled fares, withholding, 85:45-6; 86:6-12
- Employees, protection, 54:10-1, 28-30, 33
- Employees, regulation/deregulation, effects, 51:33
- Financial position, 51:13
- Mergers, acquisitions, 40:15, 42; 42:14-5; 54:6
- Number, limiting, 54:27-8
- Operating costs, 54:7
- Private/public ownership, 41:39; 45:27-8; 49:17-8; 51:20, 23, 34-6
- Provincial ownership, 40:66; 42:19; 43:19-20; 45:38-9; 47:14, 29; 48:62, 84-5; 50:24
- See also* Air transport—Regional carriers
- RESERVAC II, automated schedules, reservations, 32:4; 48:68-9
- Small, operations, 51:39
- Ticket offices, location, 65:43-4
- See also* Air Canada
- Tour operations, 48:76-8
- See also* Aeroflot; Air Canada; Air Chicago; Air India; Air Maritime; Air Ontario; B.C. Air; Bradley Air Services/First Air; British Airways; Calm Air; Eastern Airlines; Eastern Provincial Airlines; Great Lakes Airlines; Inavia; Korean Airlines; Laker Airways; Norcanair; Nordair Limited; Norontair; Northwest Territorial Airways Limited; Pacific Western Airlines; Pan American World Airlines; Pilgrim Airlines; Quebecair; TAP—Air Portugal; Time Air

Airports

- Access, rail service, 66:42-4
- Air traffic control categories, 91:15-7
- And aircraft, size, restricting, effects, 41:29-30
- Bagotville, Que., parking operations, 27:23-4
- Boundary Bay, B.C., 27:15; 31:70; 80:19-22
- Brandon, Man.
 - Frequency directional finder, installing, 33:35
 - Runway expansion, 98:38-9
 - Service, 40:50; 45:41; 80:18-9
- Buttonville, Ont., 31:52, 68-9, 79
- Charlo, N.B., 58:34-5; 85:15-6; 86:36; 91:16-7
- Chatham, N.B., 58:34-5; 86:36; 91:16-7
- Churchill, Man., 91:13
- Cochrane, Ont., runway extension, 23:44-5
- Concessionaires, contract criteria, 85:21-2
- Control towers, 17:6
 - Closures, operating hours, staffing, etc., reviewing, 80:7-10, 14-7, 22-3, 31-3; 85:8-9; 86:31; 89:36-7
 - See also* Charlottetown; Toronto—Malton airport
- Debts, 78:34-6
- Expansion programs, environmental assessment, 27:64-5
- Facilities, jet carriers, 44:42-3
- Firefighting equipment, 17:58-9; 91:22
- Fogo Island, Nfld., 98:50

Airports—Cont.

- Funding, \$500,000 maximum grants, without Treasury Board approval, 80:12-3, 30
- See also* Brampton Flying Club
- Gagnon, Que., closure, 80:18
- Gagnon, Que., navigation aids, 4:49-50; 27:78-9; 38:76
- General aviation/light aircraft
 - Access, punitive measures, etc., 31:48, 51-3, 57-60, 64, 68, 73-4, 82
 - See also* Toronto and *see also below* Landing fees
- Grand Manan, N.B., development, 80:13-4; 98:47-9
- Ground services, Mexico Inavia FIRA application, 20:71-2
- Havre-Saint-Pierre, Que., 27:45-51, 77; 33:24; 38:76; 80:18
- Kelowna, B.C., facilities, upgrading, 58:23-4
- Landing fees, small aircraft, etc., 3:28-31; 15:26-31; 27:33; 31:54-6, 62-3, 66-74, 78-83; 91:20-1, 26-7; 91A:1-15
- Longue-Pointe, Mingan, Que., ownership, 17:38
- Management, 15:10-2; 25:6-8
- Municipal airports, assistance, 17:37-9, 59; 23:23-6, 41-4, 53; 38:77-8; 58:15
- North Battleford, Red Lake, Sask., contracting out, 17:56, 59; 33:37-9
- Northern Canada, operation and maintenance, transferring administrative jurisdiction to local territories, 23:23-6, 42-3, 49-50; 27:34-5, 47-51
- Northern Canada, user fees, 44:40-1
- Ontario, remote areas, 51:66
- Operating costs, subsidization, 51:44-6
- Quebec, lower north shore services, 27:74-9, 100-3; 33:24-5; 38:77
- Radar systems, 17:6
- Review board formation, Dubin recommendations, etc., 3:28-9
- Revolving fund, 27:26-7, 78; 91:19-21
- Runway "fillets", defining, 23:22-3
- Runways airstrips, Man., 50:33
- Safety standards, U.S. comparison, 31:75-6
- St. Andrews, Man., user pay, 58:21; 91:14
- St. Léonard, N.B., development, 38:86; 58:26-9
- St. Stephen, N.B., development, 80:12-3
- Saskatchewan, 49:63, 69-71
- Schefferville, Que., navigation aids, 4:49-50; 33:27
- Security forces, reducing, 86:30-2
- Security staff, operational X-ray machines, radiation danger, 7:42
- Springhill, Alta., hours, extending, 27:34
- Staffing, 27:51-4
- Thompson, Man., 91:13-4
- Ticket tax, 91:20-1
- Tiedown fees, 58:19-20
- Torbay, Nfld., Precision Approach Radar (PAR) system, removing, etc., 3:8
- Traffic increase, 18:21
- United States, border points, Canadian use, 40:39, 52
- Uranium City, Sask., 33:35-6, 39-40
- User fees, 66:27-8
- Weather forecasting services, reducing, 86:31
- Yarmouth, N.S., fireman, conflict of interest, 24:64-5
- See also* Air safety; Calgary; Charlottetown; Edmonton; Fredericton; Gander; Halifax-Darmouth; Hamilton; Moncton; Montreal—Dorval—Mirabel; Prince Albert; Regina; Saskatoon; St. John's; Toronto; Treasury Board; Victoria

Airports Corporation, study, 27:77-8, 91-2, 104

Aitken, Mr. Don (General Services Director, Alberta Federation of Labour)

Western Grain Transportation Bill (C-155), 109:121, 136-7

Alberta

Economic development, 108:9-11

- Alberta—Cont.**
Heritage Fund, *see* Prince Rupert—Ridley Island
Provincial election campaign, 109:86
See also Bridges; Grain transportation
- Alberta Cattle Commission**
Membership, 108:71, 76; 109:54, 106-8, 114
Opinion poll, 109:173
See also Freight rates—Crow's Nest Pass rates, Review;
Organizations/individuals appearing and briefs
submitted—Western Grain Transportation Bill (C-155)
- Alberta Cattle Feeders Association**
Membership, 108:11
See also Organizations/individuals appearing and briefs
submitted—Western Grain Transportation Bill (C-155)
- Alberta Federation of Labour**, *see* Organizations/individuals appearing
and briefs submitted—Western Grain Transportation Bill (C-155)
- Alberta Feed Grain Users Association**, *see* Organizations/individuals
appearing and briefs submitted—Western Grain Transportation
Bill (C-155)
- Alberta Forest Products Association**, *see* Organizations/individuals
appearing and briefs submitted—Western Grain Transportation
Bill (C-155)
- Alberta Government**, *see* Organizations/individuals appearing and
briefs submitted—Western Grain Transportation Bill (C-155)
- Alberta Pork Producers Marketing Board**, *see*
Organizations/individuals appearing and briefs
submitted—Western Grain Transportation Bill (C-155)
- Alberta Soft White Spring Wheat Growers**
Membership, 108:144
See also Organizations/individuals appearing and briefs
submitted—Western Grain Transportation Bill (C-155)
- Alberta Swine Breeders Association**, *see* Organizations/individuals
appearing and briefs submitted—Western Grain Transportation
Bill (C-155)
- Alberta Wheat Pool**
Membership, 109:6, 9-10, 14-5, 54
See also Organizations/individuals appearing and briefs
submitted—Western Grain Transportation Bill (C-155)
- Alberta Wheat Pool (Calgary, Alta.)**, *see* Organizations/individuals
appearing and briefs submitted—Western Grain Transportation
Bill (C-155)
- Alberta Wheat Pool Sub-Committee 603**, *see*
Organizations/individuals appearing and briefs
submitted—Western Grain Transportation Bill (C-155)
- Alfalfa**, 108:153-4; 124:41; 143:40-5
Processing industry, 113:206-12, 216-9
- Allan, Mr. Alastair** (Administrator, Canadian Marine Transportation
Administration, Transport Department)
Transport Department estimates, 1982-1983, supplementary (B),
84:4-9, 12-4, 18-21, 29-36, 39-46, 49; 85:19, 25-6; 86:45-6
Transport Department estimates, 1983-1984, main, 88:32, 59-63;
92:4-34
- Allen, D.R.**, *see* Oilseed Products Minimum Compensatory Rate
Review
- Allen, Mr. Elmer** (Research Economist, Unifarm)
Western Grain Transportation Bill (C-155), 108:45, 49-51
- Allen, Mr. Ted** (First Vice President, Alberta, United Grain Growers)
Western Grain Transportation Bill (C-155), 111:23-5, 30-1, 35-40,
44
- Alliance of Canadian Travel Associations**, *see*
Organizations/individuals appearing and briefs submitted—Air
transport *Proposed domestic air carrier policy*
- Allstate Grain Company Ltd.**, *see* Organizations/individuals appearing
and briefs submitted—Western Grain Transportation Bill (C-155)
- Althouse, Mr. Vic** (NDP—Humboldt-Lake Centre)
Point of order, bills, 139:5
Point of order, witnesses, 107:11
Western Grain Transportation Bill (C-155), 104:16-20; 105:40-2,
73-6, 124-6, 133-5; 106:43-5, 115-9, 128; 107:11-5, 27-30, 47,
77-8, 84, 87-8, 99-100; 108:78-80, 96-8, 110-1, 130-1, 142-3,
181-4; 109:12-4, 66-8, 110, 124-7, 133, 152-3, 161, 195, 205-6;
110:63-7, 72, 103-4, 113-4, 137-8; 111:19-22, 80-3, 128-31,
148-50, 160-2, 174-7; 112:17, 39, 58-9, 78-9; 113:28-9, 40-1,
158-61, 215-7; 114:32-3, 84-6, 99-101, 186, 202, 242-3;
115:35-9, 58-9, 76-8, 112, 118-9, 138-41, 176-9, 199; 117:15-8,
44, 51-3, 63, 73-5, 85-7, 143, 151, 166-7, 176-8; 126:20, 35;
129:22, 41-2; 131:12, 24, 28-9, 33-5, 65-6, 72; 132:39-41; 133:25,
46; 134:25-7, 40; 135:9, 24-5, 54-8; 136:34-6, 48-9, 68-9, 72-3,
78-9; 137:21-4, 36-7; 138:18-20, 25, 29, 32-3, 44-5; 139:5-14,
38-9; 140:33-44, 53-4, 62-5, 71-3; 141:6-9; 143:30, 33, 46-7
- Amish**, *see* Farmers
- Amoco Ltd.**, *see* Gold mining industry
- Amos, Mr. Wayne** (Member, Research Action Education Centre)
Western Grain Transportation Bill (C-155), 114:46, 89
- Amyot, Mr. René** (Q.C., Chairman of the Board, Air Canada)
Air Canada annual report, 1982, 95:9-10, 13, 18, 24-30, 38, 40-2,
45, 48, 53-4, 61-5
- Amyotte, Mr. Orville** (Director, Action Group for Crow Retention)
Western Grain Transportation Bill (C-155), 114:58, 67, 71, 77-8, 86
- Anderson, Mr. Lloyd** (Individual, Fur Mountain, Sask.)
Western Grain Transportation Bill (C-155), 116:83-5
- Anglican Church Diocese of Qu'Appelle**, *see* Organizations/individuals
appearing and briefs submitted—Western Grain Transportation
Bill (C-155)
- Anguish, Mr. Doug** (NDP—The Battlefords-Meadow Lake)
Transport Department estimates, 1981-1982, main, 33:35-41
Reducing to \$1, M., 33:38
Western Grain Transportation Bill (C-155), 115:99-101, 202;
116:71-2
- Angus, Mr. Ian** (Member, Thunder Bay-Atikokan NDP Riding
Association)
Western Grain Transportation Bill (C-155), 111:180-8
- Appendices**
Air Canada, domestic air transport policy, 46A:1-52
Air Canada, operations, 98A:6-11
Air safety, Dubin Commission report, recommendations,
implementing, 98A:1-5
Air transport, domestic air carrier policy, 54A:1-4
Air transport, research reports, 49A:1-2
Airports, landing fees, 91A:1-15
British Columbia Railway, 117A:97-112
Canadian Broadcasting Corporation, 116A:8
Canadian National Railways
Annual reports, written answers to questions, 68A:1-59; 96A:1-18
Pension funds, 69A:1-170

Appendices—Cont.

- Canadian Pacific Ltd., subsidiaries, 119:1-28
- Canola, freight rates, 111A:49-125
- Cast North America, 92A:1-2
- Committee, tour of eastern Canada, Sept. 8-12/80, report, 15A:1-6
- Committee, tour of western Canada, Sept. 22-6/80, report, 15A:7-13
- Forest industry, 117A:1-13
- Freight rates, Crow's Nest Pass rates
 - British Columbia government position, 117A:81-96
 - Retention, 109A:33-66, 77-86; 111A:160-76; 112A:1-4
 - Revision, new rates, 106A:1-23; 108A:1-179; 109A:67-76; 111A:1-48; 113A:1-117; 114A:7-13; 115A:15-136; 116A:9-12; 117A:27-40, 113-22; 144A:1-180; 145A:1-179; 146A:1-436
 - Economic/social effects, 116A:1-8; 118A:1-5
 - Funds, 110A:96-130; 115A:1-14
 - Maritime agriculture, 119A:37-63
 - New/specialty crops, 111A:126-7
 - Quebec farmers, 89A:25-33
 - Rate-setting cycle, 104A:3-4; 133A:1-3
 - Rates, determining, 104A:1-2
 - Vancouver, port, 117A:41-80
- Wheat pools, position, 109:1-31
- Grain, 124A:1
- Grain transportation
 - Demurrage, 111A:128-46
- Railways
 - Competition, 114A:1-6
 - Constant costs, 110A:131-88
 - Losses, 120A:1-45
- Trucking operations, 105A:12-24
- Harbours Board, 28A:3-6
- Hazardous products, transportation
 - Canadian Manufacturers' Association, 6A:1-14
 - Firefighters, 9A:17-27
 - Legislation, 1A:1-8; 5A:1-30; 6A:1-14; 7A:1-2, 11-25; 9A:1-7
 - Atomic Energy Control Act, 7A:3-10
 - Pepin, May 29/80 brief, 1A:1-8
- Livestock, 105A:1-11
- Malt, freight rates, 111A:147
- Manufacturing industry, 105A:25-30
- Mining industry, 117A:21-6
- Ports Corporation, 78A:1
- Prince Rupert, Ridley Island coal port and grain terminal, 86A:1-3
- Railway Association of Canada, membership, 36A:1-2
- Railways, branch lines, rehabilitation program, 24A:1-7
- Railways, research publications, 37A:3-34
- Roberts Bank, B.C., 28A:8-11
- Sofati Containerline, 92A:1-2
- Toronto Harbour Commission, membership, 18A:1
- Transport Commission research branch reports, 37A:3-34
- VIA Rail Canada Inc., CN Rail/CP Rail pricing agreements, 89A:1-24
- VIA Rail Canada Inc., trend line comparisons, 37A:1
- Vancouver, port, 28A:1-2
- Wheat Board, 119A:29-36
- Arason, Mr. G.** (Corporate Secretary, Manitoba Pool Elevator)
 - Western Grain Transportation Bill (C-155), 111:96, 113-8; 120:96-7
- Arctic Grain Company Limited**, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155), Continental Grain Company (Canada) Limited
- Arctic Pilot Project**, *see* Gas
- Arctic regions**
 - Shipping, Canadian bottoms carrying LNG, etc., 13:16-7, 37-9; 14:15-6
 - See also* Shipping—Accidents
- Arctic Waters Pollution Prevention Act**
 - Absolute liability provisions, 11:70-1
 - See also* Shipping—Hazardous products, Liability
- Ardock Co-operative Farm Limited**, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Argue, Mr. Cliff** (Chairman, Save the Crow Committee; Individual, Grenfell, Sask.)
 - Western Grain Transportation Bill (C-155), 114:46-50, 75, 78, 89-90; 116:42-4; 144A:5-7
- Argue, Senator Hazen**, references, 4:27; 24:56-8; 25:70
- Argue, Scotty**, Edmonton performances, 116:42
- Armstrong, Mr. C.F.** (President, CN Holdings, Canadian National Railways)
 - Canadian National Railways annual reports 1980 and 1981, 68:20, 39, 54-8, 70-1, 93-6
- Armstrong, Mr. M.D.** (Chairman, Air Transport Committee, Transport Commission)
 - Air transport *Proposed domestic air carrier policy* (unit toll services) August 1981, 49:16-7, 25, 28-30, 33-8, 42-4, 47, 50-4
 - Transport Department estimates, 1982-1983, supplementary (B), 86:7-11, 39
- Armstrong, Ont.**, *see* VIA Rail Canada Inc.—Abandoned lines
- Arpin, Mr. Pierre** (Director General, Civil Aeronautics, Transport Department)
 - Transport Department estimates, 1981-1982, main, 27:10-1, 17-20, 29-31, 102-3
 - Transport Department estimates, 1982-1983, main, 58:17-9, 24, 32
- Atkinson, Mr. Bob** (Secretary, Landis Pool Shipping Committee)
 - Western Grain Transportation Bill (C-155), 114:157-8
- Atkinson, Mr. L.L.** (Vice President, Human Resources, Canadian National Railways)
 - Canadian National Railways annual reports 1980 and 1981, 69:35, 41
- Atkinson, Ms. Leta** (National Farmers Union, Local 647)
 - Western Grain Transportation Bill (C-155), 116:76-9, 95; 144A:8-16
- Atkinson, Mr. Roy** (Landis, Saskatchewan; Chairman, Wheat Board Advisory Committee)
 - Western Grain Transportation Bill (C-155), 116:53-5, 69-75; 119:122-33
- Atlantic provinces**
 - Intermodal transportation plan, federal-provincial study, 56:31-5; 57:9-11; 61:29
 - See also* Air Canada; Air transport; Eastern Provincial Airways; Highways and roads
- Atlantic Sugar Limited**, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Atmospheric Environment Service**, ice reconnaissance, Nordair contract, side looking airborne radar equipment, 84:13-4
- Atomic energy**, *see* Radioactive material; Icebreaking
- Atomic Energy Control Act**
 - Background, 7:26
 - See also* Hazardous products—Legislation

Atomic Energy Control Board, *see* Hazardous products—Legislation; Organizations/individuals appearing and briefs submitted—Transportation of Dangerous Goods Bill (C-18)

Auditor General, *see* CN Marine Inc.; Dairy Commission; Freight rates—Crow's Nest Pass rates; Railways, branch lines; VIA Rail Canada Inc.—CN Rail/CP Rail

Auger, Mr. J. (Acting Chairman, Harbours Board; President and Chief Executive Officer, Canada Ports Corporation)
References, *see* Ports Corporation—President
Transport Department estimates, 1982-1983, supplementary (B), 84:15-7, 24-8, 41, 45-8
Transport Department estimates, 1983-1984, main, 92:29-30

Automatic Terminal Information Service (ATIS), *see* Halifax-Darmouth—International airport

Automobiles

Japan imports, restricting, 73:72-4
Lada, Soviet made, safety tests recalls, etc., 30:44-8

Automotive and highway safety, 18:19-20; 29:9, 21-2; 38:38-40; 64:33

Automotive industry, emission controls, 29:21-2

Autoport, Canadian National Railways investment, 68:70

Aviation industry, *see* Air safety

Aviation Safety Board

Annual reports, 102:9
Appeals, 147:8-10
Appointments, 147:9, 31-4
Blame/liability, assigning, 147:36-42; 148:8
Delegation, 102:9, 14-5
Investigators, powers, Evidence Act, Charter of Rights infringement, etc., 148:10-8, 21-2
Legislation, 88:6; 91:4-5; 143:61
Charter of rights conflict, 148:20, 24-6
Insufficient time to study, 102:5-6, 11-3, 19-22, 25-9
United States/U.K. comparison, 102:10-1, 15-7, 29-30; 147:10; 148:23, 30
Mandate, 147:22-7
Minister responsible, 147:28-31
Recommendations, scope, 147:34-6
Safety promotion, 102:10-1

Aviation Safety Board Bill—C-163. Minister of Transport

Consideration 102:6-34; 147:6-42; 148:8-32

Clause 1, 148:32, carried, 6

Clause 2

Amdt. (Mr. Benjamin), 147:27-8, negated, 3

Amdt. (Mr. Flis), 147:17-9, agreed to, 3

Amdt. (Mr. Forrestall), 147:28-31, negated, 3-4

As amended, 147:31, carried, 4

Clause 3, 147:31, carried, 4

Clause 4, 147:33, carried, 4

Amdt. (Mr. Forrestall), 147:31-3, negated, 4

Clause 5, 147:33, carried, 4

Clause 6

Amdt. (Mr. Flis), 147:33, agreed to, 4

As amended, 147:34, carried, 4

Clause 7, stood, 147:41

Amdt. (Mr. Benjamin), 147:36-40, withdrawn, 4

Amdt. (Mr. Benjamin), 147:40-1, stood, 5

Amdt. (Mr. Benjamin), 148:8, carried, 5

Amdt. (Mr. Forrestall), 147:34-5, withdrawn, 4

Amdt. (Mr. Nowlan), 147:36, agreed to, 4

As amended, 148:9, carried, 5

Clause 8, 148:9, carried

Aviation Safety Board Bill—C-163. Minister of...—*Cont.*

Clause 9, 148:9, carried

Clause 10, 148:9, carried

Clause 11

Amdt. (Mr. Forrestall), 148:9, carried, 5

As amended, 148:9, carried, 5

Clauses 12 to 14, 148:9, carried, 5

Clause 15, 148:9-18, carried on division, 6

Amdt. (Mr. Forrestall), 148:9-10, negated on division, 6

Clauses 16 to 44, 148:25-32, carried, 6

Clause 23, 148:31

Amdt. (Mr. Flis), 148:31, carried, 6

As amended, 148:32, carried, 6

Reprinting for use at report stage, M. (Mr. Turner), 148:32, agreed to, 6

Title, 148:32, carried, 6

Axworthy, Hon. LLOYD (L—Winnipeg-Fort Garry; Minister of Employment and Immigration; Minister of Transport)
British Columbia Railway, 126:29-31

Cabinet, 120:9, 53; 126:16, 22

Canola, 126:16-8

Freight rates, Crow's Nest Pass rates, 120:8-19, 24-5, 28-36, 40-2, 47-57; 126:10-23, 31-6

Grain transportation, 120:23-4; 126:22, 32-3

Livestock, 120:27, 44-6, 49, 54

Oilseed Products MCR Review, 126:27-8

References, 18:6-10; 85:11-3

New appointment, 120:7, 13, 19, 25, 37, 43-4

Senior Grain Transportation Committee, 120:12, 36-7

Western Grain Transportation Bill (C-155), 120:7-57; 126:10-36

B.C. Ferry Corporation, 85:41-4

B.C. Road Builders Association, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

BILCOM report, *see* Air traffic controllers—Quebec

Bablitz, Mr. Irving (National Farmers Union, Region 7, Alberta; Farmer, Bruce)

Western Grain Transportation Bill (C-155), 109:49-51

Bagotville, Que., *see* Airports

Baie Comeau, Que., *see* Harbours, wharves and breakwaters

Baker, Mr. Clarence (Individual, Beausejour, Man.)

Western Grain Transportation Bill (C-155), 112:43-6, 59-60

Baker, Mr. George (L—Gander-Twillingate)

Canadian National Railways annual reports, 22:18-23; 101:48-51

Transport Department estimates

1981-1982, main, 24:71-4; 25:23-7; 30:68-71

1982-1983, main, 60:26-9

1983-1984, main, 98:49-51

Baldwin, Mr. J.R. (Associate Professor of Economics, Queens University)

Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 51:20-5, 28, 32-3, 39-40, 44, 52-8

Bally, Tim, *see* Charlottetown Flying Club

Banda, Mr. Scott (Saskatchewan Young New Democrats)

Western Grain Transportation Bill (C-155), 113:198-200

Bandeau, Dr. R.A. (President and Chief Executive Officer, Canadian National Railways)

Canadian National Railways 1979 annual report, 21:6-26, 29-71, 74-81, 84-120; 22:5-122

- Bandeau, Dr. R.A.**—*Cont.*
References, *see* Canadian National Railways—Pension funds
- Bangladesh**, railways, CIDA assistance, 18:16-7
- Banks, Mr. A.L.** (R.L. Banks & Associates, Inc.)
Western Grain Transportation Bill (C-155), 121:5-40
- Barg, Mr. Fred** (Chairman of the Marketing Sub-committee, Alberta Soft White Spring Wheat Growers)
Western Grain Transportation Bill (C-155), 108:138-44, 150-1
- Barley**
Prices, 105:71-2, 82-3, 87; 106:8, 31; 107:50-1; 108:149; 109:69; 112:69; 114:165
Trucking operations, 108:148
See also Wheat Board
- Barter, Mr. P.C.** (Chairman, Vancouver Board of Trade)
Western Grain Transportation Bill (C-155), 117:80-94
- Barton, Mr. Richard** (President, Time Air Limited)
Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 44:4-9, 20-3, 29-34, 39-45
- Basford, Hon. Ron** (Senior Partner, Davis and Company; Continental Grain Company (Canada) Limited and Arctic Grain Limited)
Western Grain Transportation Bill (C-155), 111:66, 70-1, 76-81
- Bavy, Mr. Ross** (Individual, Neepawa, Man.)
Western Grain Transportation Bill (C-155), 146A:2
- Bay of Fundy**, *see* Shipping
- Beach, Mr. Doug** (Director, Family Farm Foundation)
Western Grain Transportation Bill (C-155), 114:210-1
- Beach, Mr. Paul** (Member, Chaplin and Ernfold Pool Committee)
Western Grain Transportation Bill (C-155), 114:185-6
- Beach, Mr. Russell** (President, Canadian Owners and Pilots Association)
Aviation Safety Board Bill (C-163), 102:10-1, 15-6, 21-4
Transport Department estimates, 1981-1982, main, 31:52-83
- Beans**, *see* Legumes
- Beare, Mr. J.W.** (Director, Safeguards and Nuclear Materials Branch, Atomic Energy Control Board)
Transportation of Dangerous Goods Bill (C-18), 7:26-49
- Beaupré, Mr. J.M.** (General Manager, Railway Association of Canada)
Railway Bill (fences—C-227), 36:4
- Bechamp, Mr. R.** (Vice President, Development and Planning, VIA Rail Canada Inc.)
Transport Department estimates, 1980-1981, supplementary (B), 19:75-6
- Becks, Mr. A.** (Manager, U.S. Common Stocks (Representative of CN Investment Division), Canadian National Railways)
Canadian National Railways annual reports 1980 and 1981, 69:40-1, 50, 54-5, 59-60, 74
- Beckwith, Mr. R.T.** (Vice-Chairman of the Board, Canadian Industrial Traffic League)
Western Grain Transportation Bill (C-155), 107:82-7, 91-3
- Beef**
Boxed, shipping costs, 108:89
Stabilization program, 114:165
United States import law, Canada exports restricted, 105:73-4, 83-4, 87-8; 106:8, 29-30, 34-6, 45-6; 108:88-9; 113:19
- Bélec, Mr. Gaétan** (Director General, Highway Transportation; Deputy Administrator, Transport Department)
Transport Department estimates, 1981-1982, main, 29:21-2, 37-8; 30:45-8, 58
Transport Department estimates, 1982-1983, main, 62:5-9; 64:34-5
- Bell, Mr. R.H.** (Individual, Fort St. John, B.C.)
Western Grain Transportation Bill (C-155), 146A:3
- Bell, Mr. Stan** (President, Unifarm)
Western Grain Transportation Bill (C-155), 108:40-55
- Bella Coola, B.C.**, *see* Harbours, wharves and breakwaters
- Belledune, N.B.**, *see* Harbours, wharves and breakwaters
- Belleville, Ont.**, *see* CN Rail
- Benjamin, Mr. Les** (NDP—Regina West)
Air Canada annual reports
1979, 20:15-21, 41-3, 51, 64, 68-72, 89-91, 77-86
1980 and 1981, 66:16-21, 45-8, 51-2
1982, 95:18-23, 30-1
Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 40:24-5, 75-8, 87, 90; 41:16-9; 49:18-22, 59-61, 64, 70-1; 50:29-31; 54:26-33
Aviation Safety Board Bill (C-163), 147:22-7, 34-42; 148:8, 12-5, 19-20
CN Express, M., 21:22-3, 81-2
Canadian National Railways annual reports
1979, 21:20-6, 68, 81-3, 91, 95, 101, 108-9, 116-8; 22:6, 12-8, 24, 64, 68, 72, 104-9, 112-4, 118-24
1980 and 1981, 67:6, 12-20, 24-7, 35-7; 68:25-32, 58-60, 80, 84-7, 96; 69:40-9, 56-69, 72-4
1982, 101:51-5
Canadian National Railways, pension funds, M. (Mr. Forrestall), 67:24
Committee, staff, M. (Mr. Flis), 103:21-2
Committee, travel request, M., 35:34
Freight rates, Crow's Nest Pass rates, M. (Mr. Mazankowski), 123:30, 33-4
Amdt., 123:33-4
Organization meeting in relation to Standing Orders 69(2) and (4)(a), 87:6-7, 11-4, 17-8
Points of order
Adjournment, 119:43
M., 131:10, 134, 54
Agenda and procedure subcommittee, meetings, 103:23-4; 105:10
Agenda and procedure subcommittee reports, 101:56-60, 63-5, 68-77
M., 101:58-9
Seventeenth, amdt., 101:69, 73-4
- Bills**
Amendments, 11:81-2; 121:65; 122:10-4, 17, 23-4; 123:15-6; 132:63-8, 102-3; 143:50-2
Clause by clause study, 71:24-5; 123:36-8
Definitions, 123:50-4, 82-5
Insufficient time to study, 120:115
Report stage, 128:136-8, 141-2; 129:50-2
M. (Mr. Flis), 129:58-64
Amdt., 129:69-74
Amdt. (Mr. Dubois), 129:77-8
Amdts. (Mr. McKnight), 129:68-9, 82-3
Amdt. (Mr. Neil), 129:66
Amdt. (Mr. J.M. Reid), 129:84-5
Chairman, 109:203; 124:30, 104, 115
Debate continuing after amendment carried, 11:90
Documents, 31:32; 93:32-3; 114:44-5; 115:132
Estimates, 33:30-1

Benjamin, Mr. Les—Cont.

Points of order—Cont.

Evidence, 31:5

In camera meetings, 101:56-8

Language, 31:40; 109:84

Meetings, 35:34-5; 82:42-3; 88:5-6; 132:50-1; 136:41; 137:51-4

Members, 33:43

Ministers, 24:8; 88:22-3; 118:6; 120:57

Order of reference, debate, 49:20

Privilege (Mr. Bockstael), 106:85

Questioning of witnesses, 20:41-2; 21:101; 64:47; 65:6; 68:59-60; 86:4; 94:7; 104:26, 44; 105:63-4; 118:63-4

Quorum, 87:6-7

Travel expenses, M., 107:48

Visitors, 72:13

Votes, 11:91; 137:25, 40

Witnesses, 18:25; 21:91; 71:24; 103:7-10; 107:48; 109:47, 198; 110:7-8; 119:6

Expenses, 74:11

Ms., 67:25-6

Ports Corporation Bill (C-92), 70:11, 32-6; 71:9, 24-5; 72:13, 23-4; 73:10-5, 18, 23-4, 43, 47, 60; 74:11-3, 18-20, 27-9; 78:8, 12-7, 29, 34-6

Railway Bill (fences—C-227), 35:7-8, 24-7, 32-5, 39-42

References, 132:55; 138:26-7

See also Committee—New members—Witness

Transport Department estimates

1980-1981, main, 4:11-5, 38, 53-8, 62; 15:13-20

1980-1981, supplementary (B), 16:12-8, 29, 46-9; 17:6, 11-6, 35-7, 50, 54-9; 18:7, 10-7, 24-5, 28, 31, 35-6; 19:12-6, 21-2, 58, 63-8, 72, 76-81

1980-1981, supplementary (C), 23:9, 14-20, 38-41

1981-1982, main, 24:8, 16-22; 29:10-5, 18-9, 23; 31:5-6, 12-6, 21, 25-8, 31-2, 37-40, 45, 52, 57; 32:10-6, 20, 53-7, 65-70; 33:10-4, 18-9, 23, 30-1, 38-43

M. (Mr. Anguish), 33:42-3

1981-1982, supplementary (C), 37:15-20, 36, 43-4, 62, 70-6; 38:59-66, 75

1982-1983, main, 58:14-7; 61:17-25, 29-32; 62:23-7; 64:17-22, 29-30, 44, 47; 65:6-14, 17, 41-5, 48-9

1982-1983, supplementary (B), 81:7, 14-21, 29, 59-62, 67-9; 82:11-6, 42-4, 52; 83:8-12, 21-3, 26-9; 86:4-6, 12, 29-32, 41, 49-53

1983-1984, main, 88:5-6, 13-8, 22-5, 43; 89:12-8, 41-3; 93:21-7, 32-8; 94:16, 33-43; 98:4-11; 99:5-8

Transportation of Dangerous Goods Bill (C-18), 1:11, 19-23, 32, 5:11-5, 20-1; 7:62-4; 10:32-6; 11:13-9, 22-9, 33-7, 42-8, 51-4, 57, 60-71, 74-6, 81-107; 12:20-1, 26-31, 34-51, 59-62

VIA Rail Canada Inc., pass privileges, M., 38:64-5

Western Grain Transportation Bill (C-155), 103:7-13, 16, 20-4, 30-6; 104:17-20, 24-8, 43-6; 105:10, 15-20, 45, 63-4, 88-91, 109-13, 138-41; 106:17-21, 54-6, 60-2, 72-7, 82-5, 118, 123-4, 128-9; 107:47-52, 67-71, 85-6, 92-3, 105-6; 108:21-3, 39-40, 47-9, 63-5, 68, 77, 83, 88-90, 102, 116-9, 154-7, 162-5, 169-71, 179-80, 185, 192-4; 109:37-9, 47, 72, 84, 97-9, 111-2, 135-8, 142-3, 166-7, 180, 187, 197-200, 203-7; 110:7-8, 30-2, 39, 88-92, 95, 123-5, 132-4; 111:45-6, 58-61, 64, 67, 96, 109-12, 117, 162-4, 181, 187-9; 113:7-8, 27-8, 68-9, 107, 137-8, 142, 148, 175; 114:25-7, 44-5, 69, 139-41, 229-32; 115:92-7, 132, 162; 116:5, 24-5, 68; 117:20-1, 30-3, 43-4, 63-4, 75, 106-10, 115, 124, 142-3; 118:6, 16, 21-3, 61-5, 91-2; 119:6-7, 10-4, 32-4, 43, 54-9, 62-3, 68, 75, 78-80, 93-5, 109; 120:19-24, 57, 63, 70-6, 103-5, 112-5; 121:5, 9-10, 16-20, 31-5, 39, 42, 54-6, 62-5, 74-7; 122:10-4, 17, 23-8, 56-61, 77-82, 87-90, 98; 123:15-6, 22, 33-8, 41-56, 63, 79-72, 78-91, 95-102; 124:16-21, 25-31, 36-44, 51-2, 65-6, 71-2, 81-97, 100-16; 125:13, 20-32, 35-41, 44-71, 74, 79-94, 97-101, 109-11; 126:12, 18-22, 34-41, 46-8, 51-60, 63-4,

Benjamin, Mr. Les—Cont.

Western Grain Transportation Bill (C-155)—Cont.

73-4, 79-83, 86-7, 95, 105-6, 109-12, 113-20, 127, 130-3; 127:5-6, 11-31, 35-6; 128:23-8, 31-3, 37, 40, 43-54, 59, 65-71, 74-8, 81, 91-6, 99-100, 106-7, 114-9, 122-33, 136-42; 129:9-10, 15-7, 22, 27-33, 36-43, 50-74, 77-8, 82-5; 130:10-9, 25-36; 131:10-3, 18-20, 41, 44-7, 50-64, 72-7; 132:28, 31-5, 42-6, 50-68, 71-4, 79-84, 93-7, 102-3; 133:6, 21, 25-33, 39-47; 134:10-3, 17-28, 31, 35-6, 39-42; 135:30-4, 39-43, 46-9, 58-61; 136:9-11, 15-7, 20-6, 39-44, 50, 55-61, 64-8, 73-80, 86-8; 137:11-5, 20-5, 33-5, 38-44, 48, 51-5, 61-4; 140:84-7; 141:15-8, 25-38, 43-4, 51; 142:7-26, 29, 33-7, 41-4; 143:21-35, 41-55, 58-9

Bennett, Mr. Gerald (Vice President for Transport, Council of Forest Industries)

Western Grain Transportation Bill (C-155), 117:17, 20

Benson, Mr. Don (Treasurer, Save the Crow Committee)

Western Grain Transportation Bill (C-155), 114:46, 83-4

Benson, Mr. Donald T.J. (Individual, Raymore Sask.)

Western Grain Transportation Bill (C-155), 146A:4-6

Benson, Hon. E.J. (President, Transport Commission)Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 49:6-33, 36-54

References, see CN Rail—Freight rates increase

Transport Department estimates, 1980-1981, supplementary (B), 16:5-54

Transport Department estimates, 1982-1983, main, 65:5-12, 15-24, 27, 31-2, 35-49

Berg, Mr. Sten (Chairman, Alberta Cattle Commission)

Western Grain Transportation Bill (C-155), 108:70-3, 76-8, 85-6

Bergevin, Mr. André (President, Quebec Grain Traders Association)

Western Grain Transportation Bill (C-155), 118:58-83, 88

Bergman, Mr. Grant (Chairman of Agricultural Committee, New Democratic Party—Official Opposition (Alta.))

Western Grain Transportation Bill (C-155), 109:75-8, 83, 87-93

Bernston, Hon. Eric (Minister of Economic Development and Trade, Saskatchewan Government)

Western Grain Transportation Bill (C-155), 115:84-121

Berry, Mr. Bert (Manager, Traffic Division, United Grain Growers)

Western Grain Transportation Bill (C-155), 111:35

Bertren-Matthews, Mr. Alex (Vice President, Alliance of Canadian Travel Associations)Air Transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 48:63-88**Bills, see titles of particular bills**

C-18. Transportation of Dangerous Goods. Minister of Transport

C-21. Safe Containers Convention. Minister of Transport

C-92. Ports Corporation Bill (amdt.). Minister of Transport

C-155. Western Grain Transportation. Minister of Transport

C-163. Aviation Safety Board. Minister of Transport

C-221. Abandoned Railway Lines (subject matter). Mr. Watson

C-227. Railway Act amdt. (fences). Mr. Collette

Black, Mr. James (Transportation Manager, B.C. Timber, Council of Forest Industries)

Western Grain Transportation Bill (C-155), 117:15-6

Blaikie, Mr. Bill (NDP—Winnipeg-Birds Hill)

Canadian National Railways annual reports 1980 and 1981, 68:60-6; 69:25-9

Canadian National Railways annual reports, 1982, 96:25-8, 54; 100:9, 13-4; 101:20-4, 34, 40-4

Blaikie, Mr. Bill—Cont.

Points of order

In camera meetings, 100:13-4

Meetings, 90:8; 96:54

Members, 90:39-40

Witnesses, 100:9

Transport Department estimates

1981-1982, main, 30:17-21

1981-1982, supplementary (C), 38:88-91

1982-1983, supplementary (B), 82:30-4; 83:15-8, 27-30; 85:10-4

1983-1984, main, 90:8, 14-9, 38-40, 45-9

Blais, Mr. Ron (President, Saskatchewan Pulse Crop Growers Association)

Western Grain Transportation Bill (C-155), 115:59-61, 69-73, 76, 83-4

Blakney, Mr. John (Assistant Counsel, Consumers' Association of Canada)Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 47:19-20, 29**Blanchard, Ms. Gloria** (Individual; Regina, Sask.)

Western Grain Transportation Bill (C-155), 144A:18-9

Blanchard, Mr. Gordon (Vice-President, Unifarm)

Western Grain Transportation Bill (C-155), 108:45-9

Bloomfield, Mr. Garnet M. (L—London-Middlesex)

Canadian National Railways 1979 annual report, 21:48-53, 102; 22:80-5, 100, 109-11, 114, 123

Point of order, questioning of witnesses, 21:102

Transport Department estimates, 1980-1981, main, 13:39-40

Transportation of Dangerous Goods Bill (C-18), 11:96

Bockstael, Mr. Robert (L—St. Boniface; Parliamentary Secretary to Minister of Transport)

Air Canada annual report, 1982, 95:12

Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 42:20-3; 44:42; 46:41-3; 49:38-41, 48-9, 67-72; 50:22-4, 30-1

Aviation Safety Board Bill (C-163), 102:27-8

Canadian National Railways annual reports 1980 and 1981, 69:58

Organization meeting in relation to Standing Orders 69 (2) and (4) (a), 87:5-8, 18

Points of order

Adjournment, 119:43

Agenda and procedure subcommittee, M., 87:6

Agenda and procedure subcommittee reports

Ninth, M., 56:24

Thirteenth, M., 81:21

Seventeenth, 101:62, 68-74

M., 101:62

Amdt., 101:74

Bills, 122:14

M., 143:49

Documents, 88:18; 109:42

Election of Chairman and Vice Chairman, M., 87:5

Language, 76:64

Meetings, 76:63-4

Members, alternates, M., 103:22

Members, remarks, 76:63-4

Privilege, 106:84-5

Witnesses, M., 120:111

Ports Corporation Bill (C-92), 74:16; 76:38, 63-8

Railway Bill (fences—C-227), 36:25

Safe Containers Convention Bill (C-21), 2:7-9, 13, 17-22, 25-6

Transport Department estimates

1980-1981, main, 3:41; 4:7; 14:34

Bockstael, Mr. Robert—Cont.

Transport Department estimates—Cont.

1980-1981, supplementary (B), 17:34-5, 37-9, 42-5, 49-52, 57-69
1980-1981, supplementary (C), 23:8-15, 19-21, 33-6, 39-42, 45-8, 51, 56, 59-60, 63-4

1981-1982, main, 26:4, 20-1, 27-8, 44; 27:6, 21-3, 36, 44, 49-50, 61, 72, 109; 28:6; 30:52-5, 86; 31:49-50, 80-3; 32:35-6

1981-1982, supplementary (C), 37:51-3, 60, 93-5

1982-1983, main, 56:24; 58:20-2; 59:13-5; 60:5-6, 19-21

1982-1983, supplementary (B), 80:17-9; 84:13-6, 20; 86:12-4

1983-1984, main, 88:16-22; 90:24-6; 91:10-5, 24-6; 92:26; 94:41-2; 98:27-31

Transportation of Dangerous Goods Bill (C-18), 2:27-30, 39-40; 7:5; 10:4-11, 14-9, 23, 27-32, 36; 11:15-9, 25-37, 42-7, 50-1, 57, 66, 74-8, 81-3, 87, 92-7, 104; 12:18-9, 24-5, 29, 32-5, 39-54, 57-62

Western Grain Transportation Bill (C-155), 103:22; 105:20-5;

106:84-5, 125; 107:35-8, 87-91; 108:24-7; 109:14-7, 42, 103-4,

140, 191, 203-5; 110:33-5, 127; 111:123-5, 168-70; 117:18-9,

104-6, 109-10; 119:29-32, 43; 120:111-2; 121:26, 57; 122:14;

128:98; 129:16, 21, 28, 51-2, 63, 68; 131:17-8, 22, 31, 55, 58, 61,

69, 77; 132:68; 133:39-42, 48; 134:12, 31, 39-44; 136:26, 32, 35;

137:17; 138:28, 35, 39; 138:17, 30; 140:62; 141:17-8, 21, 28, 32,

40, 43, 46-9; 142:43-5; 143:21-3, 30-2, 43-5, 49, 53-4

Boehm, Mr. Terry (Individual, Allan, Sask.)

Western Grain Transportation Bill (C-155), 116:5-8; 144A:20-3

Bonser, Mr. Bernard (Representative, Canadian Association of Fire Chiefs)

Transportation of Dangerous Goods Bill (C-18), 9:30-47

Bonstrom, Mr. Art (Acting Secretary, Saskatchewan Wheat Pool, District 12, Sub-District 1)

Western Grain Transportation Bill (C-155), 114:147-8, 156, 168

Booz-Allen study, *see* Grain transportation**Bothner, Mr. Richard** (Individual, Beechy, Sask.)

Western Grain Transportation Bill (C-155), 116:48-50; 144A:26

Boundary Bay, B.C., *see* Airports**Boxall, Mrs. Linda** (Executive Member, Saskatchewan Federation of Agriculture)

Western Grain Transportation Bill (C-155), 115:136, 139-40

Bracken formula, *see* Grain transportation**Bradich, Mr.** (Vice-President, Burns Meats Ltd., Burns Foods Limited)

Western Grain Transportation Bill (C-155), 108:182, 186-9

Bradley Air Services/First Air

Charter operations, 44:10

Operations, Northern Canada, competition, etc., 44:9-11, 23, 33, 46

Revenues, financial position, 44:9, 32-4

Subsidies, 44:23

See also Organizations/individuals appearing and briefssubmitted—Air transport *Proposed domestic air carrier policy***Bramport**, *see* CN Rail**Brampton Flying Club, Ont.**, grants, 80:24-6**Brampton, Ont.**, *see* CN Rail**Brandon, Man.**, *see* Air transport; Airports; Eastern Provincial Airways**Brennan, Mr. M.** (Deputy Administrator, Canadian Marine Transportation Administration, Transport Department)

Transport Department estimates, 1982-1983, supplementary (B), 84:7, 19-20, 23-4, 37

Brennan, Mr. M.—Cont.

Transport Department estimates, 1983-1984, main, 92:31

Brenner, Mr. Melvin A. (Melvin A. Brenner Associates, Inc., Rowayton, Connecticut)

Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 48:13-8, 30-4, 39, 42, 46-9, 52-3, 56

Bridges

Champlain, bus lanes, toll charges, 26:18; 60:6; 64:12-3

Dominion Bridge, *see* Canadian Pacific Ltd.

Jacques-Cartier, tolls, 60:6; 64:13-4

Meridian bridge, Alta.-Sask. Border, 29:37-8

Outlook Bridge, Sask., 93:30

Ship/bridge collisions, pier-fendering and protection, financing, etc., 4:50-2; 14:25-6; 26:36; 84:44-6; 88:57-8; 92:31-3

Vancouver, *Japan Erica* accident, 4:51; 22:86, 99-101, 110, 122-3

See also Canadian National Railways—Dominion; Saint John Bridge Authority

Brisset, Mr. J. (Legal Counsel, Shipping Federation of Canada)

Transportation of Dangerous Goods Bill (C-18), 5:4-20

Britain, *see* Air transport**British Airways**, western provinces, landing rights, *see* Air transport—Britain/Canada bilateral negotiations**British Columbia**

Dock workers strike-lockout, *see* Vancouver—Port

See also Air transport—Fares, Queen Charlotte Islands; Coal; Coast Guard; Ferry service; Freight rates, Crow's Nest Pass rates; Prince Rupert; Railways

British Columbia Chamber of Commerce, *see*

Organizations/individuals appearing and briefs

submitted—Western Grain Transportation Bill (C-155)

British Columbia Government, Ministry of Transportation and

Highways, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

British Columbia Railway

Crow's Nest Pass freight rates, Peace River area, statutory inclusion, 110:92-5; 117:25, 29-31, 35, 42-4, 47-8, 57, 61-5, 69-71, 75-6, 82, 96, 112-3, 139, 153-69, 175; 117A:97-112; 120:15; 121:42-3; 122:92-5; 123:13; 124:46-8, 80-4; 132:68-82; 140:42-6, 64, 72-3; 143:20-1

Experimental period, proposal, 124:48-59, 94-7; 126:29-31; 127:42-4; 132:76-8; 140:47-60; 141:23

Electrification, 85:23

Federal funding, coal transportation, hopper cars, etc., 18:38-9; 22:43-8

See also Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155); Peace River

Broad Valley and Fisher Branch Pool Locals, *see*

Organizations/individuals appearing and briefs

submitted—Western Grain Transportation Bill (C-155)

Brotherhood of Locomotive Engineers, General Chairmen's

Association in Canada (Calgary, Alta.), *see*

Organizations/individuals appearing and briefs

submitted—Western Grain Transportation Bill (C-155)

Brown, Mr. Barry (Member, Concerned Citizens of Notukeu Line)

Western Grain Transportation Bill (C-155), 115:184, 191-4, 202-3

Brown, Mr. Donald E. (Individual, Swan River, Man.)

Western Grain Transportation Bill (C-155), 146A:7

Brown, Mr. Neil (Individual, Swan River, Man.)

Western Grain Transportation Bill (C-155), 112:67-9

Brownlie, Mr. I.T. (Plant Manager, Celanese Canada, Inc., Canadian Chemical Producers' Association)

Western Grain Transportation Bill (C-155), 108:169

Brownlow, His Worship Daniel (Mayor, Dartmouth, Nova Scotia; Second Vice President, Federation of Canadian Municipalities)

Transportation of Dangerous Goods Bill (C-18), 7:81-4, 88-90, 93, 102-3, 106-11

Budget, Oct. 28/80 measures, *see* Air transport—Excise**Budget**, June 28/82 measures, *see* Public sector wage restraints**Budget**, Apr. 19/83 measures, Capital cost allowance tax credit, *see* CN Rail; CP Rail**Budget**, Apr. 19/83 measures, special recovery program capital projects

Selection criteria, consultations, priorities, etc., 92:5-6, 11-8; 93:16-8

See also Canadair Limited; Coast Guard; Transport Department—Expenditures

Bujold, Mr. Rémi (L—Bonaventure-Îles-de-la-Madeleine)

Transport Department estimates, 1981-1982, main, 32:27-30

Bullock, Mr. Bob (Individual, Maidston, Sask.)

Western Grain Transportation Bill (C-155), 116:82-3, 91-2

Buoys, *see* Navigation aids**Burbidge, Mr. F.S.** (Chairman and Chief Executive Officer, Canadian Pacific Limited)

Western Grain Transportation Bill (C-155), 106:63-70, 73-81, 84-102, 110-29

Burgess, Anthony, *see* Grain Transportation Authority**Burnaby, B.C. *see* Urban transportation assistance program****Burns Foods Limited, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)****Burns, Mr. T.M.** (President, Canadian Export Association)

Western Grain Transportation Bill (C-155), 107:62-78

Burrard Yarrows Corporation, *see* Vancouver—Port**Burrows, Mr. D.K.** (Representative, Canadian Association of Chiefs of Police)

Transportation of Dangerous Goods Bill (C-18), 9:11-27

Burntack, Mr. W.D. (Senior External Counsel, Office of Legal

Services, Ontario Transportation and Communications Ministry)

Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 51:59-80

Burton, Mr. Blaine (Individual; Frankland, Man.)

Western Grain Transportation Bill (C-155), 112:33-5

Burton, Mr. John S. (Executive Director, Transportation Agency of Saskatchewan; Individual, Regina, Sask.)

Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 49:55-71

Western Grain Transportation Bill (C-155), 116:40-2, 45-6; 144A:27-35

Bus industry, *see* VIA Rail Canada Inc.; Voyageur Enterprises Limited**Busby, Mr. John S.** (Assistant to Chief Engineer, Canadian National Railways)

Railway Bill (fences—C-227), 35:21-2

Buttonville, Ont., *see* Airports

CALPA, *see* Canadian Airline Pilots Association

CANUTEC, *see* Transport Department

CATCA, *see* Canadian Air Traffic Control Association Inc.

CIDA, *see* Canadian International Development Agency

CMHC, *see* Canada Mortgage and Housing Corporation

COGLA, *see* Canada Oil and Gas Lands Administration

CN Express

- Closures, lay-offs, 17:19-21, 47-51, 59-61; 18:39-42; 19:68-9; 21:10-1, 18-23, 27-3, 34-40, 43-8, 53-8, 61-7, 70-83; 22:14-5, 29-36, 41-3, 53-5, 80, 90, 98-9, 119-23; 24:39; 33:17-8, 38-9; 68:55-6, 95-6
- Committee recommendations, 23:4
- M. (Mr. Benjamin), 21:22-3, 81-2, agreed to
- Operating losses, 68:9-10, 48
- Order of reference, Committee requesting, 22:123
- Transport Commission role, 16:29; 21:59-60, 119-20
- Trucking operations, amalgamation, Montreal to Toronto transfer, 88:45-6; 96:9-10, 16-20, 35-6
- Trucking operations, Quebec, Bussi res, Husband, Rimouski transport companies, 21:94-5; 22:30-1, 41, 48-53; 24:39; 25:70-2; 29:19-20
- See also* Crown corporations

CN Hotels and Tower, 21:86-7; 22:28-9, 114-5; 30:35; 101:45-8
Air Canada joint operations, 68:22, 38-9, 50-1

CN Marine Inc. (Moncton) east coast ferry service, 13:35; 21:63-6; 22:18-20, 55-6; 24:41-2, 59-63; 38:8-10

Abby II, staff, restaurant services, etc., 30:28-31, 47

Administration, 28:38-9; 92:31

Auditor General, documents requesting, 88:60-1

Bluenose, replacing, 38:9

Casinos, 22:21-4, 85

Deepsea shipping possibilities, 21:87-8

Expenditures, forecasting, 23:62

MV William Carson June 3/77 sinking, 4:17-21, 58-60

Mainland-NFLD., North Sydney, N.S.-Argentia ferry service cutbacks, 25:67-8; 38:5-7

Master plan, 38:6-8

Prince Edward Island, Cape Tormentine, N.B.-Borden, terminal buildings, new vessel, etc., 30:28, 31; 86:41-5

Rates, increasing, P.E.I. tourism effects, 18:31-3; 38:8

Tenders, 25:64-6

Transfers, Moncton-Halifax, 61:35

Vessels, 21:84-6; 62:25-6

See also Public sector wage restraints

CN Rail

Abandoned lines, N.B., 30:37

Belleville, Ont., operations, 96:33-5

Bramport, Brampton, Ont. opening, 1:32; 7:93-4

Car department men lay-offs, 68:14

Containers, safety, effects, 2:19-21

See also Railways—Safety standards, Inspectors

Double tracking, *see below* Western provinces

Electrification, 68:85-7

Engine breakdowns, 21:94

Engineers, early retirement, 32:65; 37:40-1

Engineers, training program, Gimli, Man., 101:22-3

Equipment purchase, 30:77

Equipment, rental, 29:29

Freight rates increase, 4:21-5; 17:46

Transport Commission president Benson statement, 4:23

CN Rail—Cont.

G.A. reports, introducing, 9:28

Hazardous products, transportation, liability insurance, 22:85-9; 24:33-5

Inspectors, 21:105

Labour disputes, 93:14

Labour relations, policies, employee grievances, morale, 101:25-9

Lay-offs, 57:24-5; 64:25-7; 68:7-8, 11-4

London, Ont., relief men, 16:50-1

See also above Car department

Locomotives, purchasing, 106:43

Logo, 22:110-1

London, Fort Erie, Niagara Falls operations, downgrading, 30:77-8

Lucan-Sarnia route, 22:85, 110

MacMillan yard, 7:104-7; 9:28; 17:26, 35-6

Maintenance crews, Toronto, 21:94

Nakina, Ont. crew change location, elimination, 101:36-42, 45

Pass privileges, *see* VIA Rail Canada Inc.

Passenger cars, rental, 21:89-90

Passenger service erosion, 19:49-50; 29:28-30; 37:39-40

Pensions, *see* Canadian National Railways

Piggybacks, 22:84-5; 68:87-8

Privatization, 15:21-3; 21:14, 38-40

Productivity, 30:38; 106:119-20; 107:32

Right of way fences, maintenance, 21:114-5

Rolling stock inventory, 7:70

Service/profit obligations, 4:24-5; 15:38-9; 17:46-9, 54-5; 18:40-2; 19:70-1

Siding fees increase, 4:38; 68:56-8

Signalling system, Thunder Bay, 106:103

Stations, selling to VIA Rail Canada Inc., 21:87

Sysco rail contract orders curtailed, 68:7-8, 28-9, 41-6, 71-2

T miscouata, Que., CTC decision, appeal, 37:103-4

Trains, length, statistics, etc., 101:22-4

Transcona, coal car contract, 101:20-2

Transcona, repairs, 96:25-8; 101:21

Upgrading, main lines, 22:80-1

Weed control, 57:24-6; 62:27-30; 64:27; 65:29-30

Western provinces, double tracking, election promises, etc., 4:36;

21:12-7, 33-4, 39-40; 22:11, 43; 24:27; 68:37, 48, 65-6; 106:7, 28-9, 41; 113:73-5

Western provinces, profits, 65:6

See also Grain transportation—Hopper cars; Housing; London, Ont.; Macgregor, Man.; Municipalities—Rerouting; Peace River; VIA Rail Canada Inc.

CNCP Telecommunications

Canadian National Railways contract, VIA Rail Canada Inc.

employee passes cut off, pensions, etc., 68:19-20, 28, 54-5, 63-4, 85; 69:53

Financing, 21:23-4, 117-8

Telex delivery, delays, 112:74; 113:50, 53, 68-9, 91, 100; 114:143, 154, 237; 116:29-30

CP Air

Air Canada, competition, 50:56-7, 68; 41:4; 45:5-6, 16-7, 32-6, 42, 47-50; 46:50

Charter operations, 45:22, 26, 49-50

Competition, 45:18-9, 48-9

Debt write-off, 70:34

Domestic/international flights, cost, 45:29

Fleet, 45:43

Lay-offs, 95:22

Licensing, 20:6-7; 45:21

Local carriers, co-operation, 45:14

Mandate, operations, 45:5-7, 15-8, 25-31, 35-9, 44

Maritime operations, 16:7

Northern Canada, services, 44:35; 45:29-30; 49:68

CP Air—Cont.

- Northwest Territorial Airways Limited, relationship, 45:29-30
- Ontario, southwest, services, 45:51
- Regional carriers, relationship, competition, 45:12, 34-40, 44
- Revenues/losses, 45:29; 95:7
- Toronto-Halifax route, CTC decision reversal, 49:27
- Wardair, relationship, 45:48-50
- See also* Nordair—Air Canada; Organizations/individuals appearing and briefs submitted—*Proposed domestic air carrier policy*

CP Investments Ltd., investigating, 109:57**CP Rail**

- Accidents/freight derailment
 - Komoka-High Park, Ont., June 1980 light oil fire, 6:32-4; 7:105-7; 8:23-4; 9:28, 40-2; 21:51-3
 - See also* Mississauga, Ont.
- Canada-U.S. border routes, 30:78
- Capital cost allowance tax credit, 93:15-6
- Car department men lay offs, *see* Railways—Safety standards, Inspectors
- Deferred tax increase, \$200 million, 4:56-7; 7:63
- Double tracking, 106:103; 113:73-5
- Engineers, early retirement, 32:65
- Investments in U.S., 7:63
- Pensions, *see* Canadian Pacific Ltd.
- President, \$200,000 salary increase, 7:63
- Rogers Pass tunnel project, 37:48-51; 106:103, 117-9
- Safety standards, 16:53
- Stations and acreage transfer to VIA Rail, delay, CTC decision, etc., 4:11-13; 19:60-1; 61:24-5
- Subsidies, 30:77-8
- Tank cars, hazardous product, Pritchard-Revelstoke, B.C., 88:43-4
- West Toronto historic station, demolition, 86:47
- See also* Halifax-Dartmouth—Port; Municipalities—Rerouting; Organizations/individuals appearing and briefs submitted—Winnipeg

CPI, *see* Consumer Price Index**CRTC**, *see* Canadian Radio-television and Telecommunications Commission**CTC**, *see* Canadian Transport Commission**Cabinet**

- Shuffle, Transport Minister replacement, 117:78-9; 122:12
- Western Affairs Committee, 120:9, 46, 53; 126:16, 22
- See also* Economic development; Freight rates—Crow's Nest Pass rates, Revision; VIA Rail Canada Inc.—Cutbacks

Caledon, *see* Toronto—Malton international airport, Control tower**Calgary**, international airport, 27:33; 91:19**Calgary and Edmonton Railway**, 119A:7-13**Calm Air**, Churchill, Man., operations, 80:19**Campbell, Mr. Brian** (Chairman, Air Chicago, Chicago, Ill.)

- Air transport *Proposed domestic air carrier policy* (Unit toll services), August 1981, 47:8-18, 23-4, 33-4

Campbell, Miss Coline (L—South West Nova)

- Transport Department estimates, 1981-1982, main, 24:43, 59-65; 25:42, 46-51

Campbell, Mr. Garth C. (Vice President, Marketing, VIA Rail Canada Inc.)

- Transport Department estimates, 1981-1982, supplementary (C), 37:18-9

Campbell, Mr. Jim (Individual, Southey, Sask.)

- Western Grain Transportation Bill (C-155), 116:9-11, 24-6

Campbell, Mr. John (L—LaSalle; Parliamentary Secretary to Minister of Veterans Affairs)

- Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 46:73-7; 47:18-24; 49:42-4
- Point of order, bills, discussion beyond scope, 1:18
- Ports Corporation Bill (C-92), 76:38, 77; 77:29-37; 79:18, 34, 37
- Transport Department estimates
 - 1980-1981, main, 3:25
 - 1980-1981, supplementary (B), 18:29-31; 19:42-4
 - 1980-1981, supplementary (C), 23:26-9
- Transportation of Dangerous Goods Bill (C-18), 1:18, 23-6

Canada Mortgage and Housing Corporation, *see* Montreal—Port, Expansion**Canada Oil and Gas Lands Administration (COGLA)**, *see* Oil and gas exploration—Drilling rigs**Canada Packers Ltd.**, operations, 108:178-80**Canada Ports Corporation**, *see* Ports Corporation**Canada Post Corporation**, efficiency, 113:146-7**Canada Shipping Act**

- Amending, 11:77-8
- See also* Shipping—Hazardous products, Liability

Canadair Limited

- CL-600 Challenger, 23:47-8, 61, 65; 57:31; 58:5-6
- Water bombers, special recovery program capital project, 93:17
- See also* Transport Department—Aircraft

Canadian Agricultural Chemicals Association, *see* Hazardous products, transportation**Canadian Agricultural Movement**, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)**Canadian Air Traffic Control Association**, *see* Organizations/individuals appearing and briefs submitted—Transport Department estimates, 1981-1982, main**Canadian Air Traffic Controllers Association Inc.**, *see* Air traffic controllers—Quebec**Canadian Airline Pilots Association**

- Background, 31:28-30
- Labour negotiations, 31:41
- See also* Air safety—Dubin commission; Air transport—Accidents; Organizations/individuals appearing and briefs submitted—Aviation Safety Board Bill (C-163)—Transport Department estimates, 1981-1982, main; Quebecair

Canadian Alfalfa Dehydrating Industry, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)**Canadian Arctic Resources Committee**, *see* Shipping—Accidents**Canadian Association of Chiefs of Police**, *see* Organizations/individuals appearing and briefs submitted—Transportation of Dangerous Goods Bill (C-18)**Canadian Association of Fire Chiefs**

- Background, 9:30
- See also* Organizations/individuals appearing and briefs submitted—Transportation of Dangerous Goods Bill (C-18)

- Canadian Broadcasting Corporation**, western operations, 116:56-7; 116A:8
- Canadian Brotherhood of Railway, Transport and General Workers**, 22:6, 29
- Canadian Cattlemen's Association**
Membership, 105:76-7
See also Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Canadian Chamber of Commerce**
Membership, 114:220
See also Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Canadian Chemical Producers' Association**, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Canadian Conference of Teamsters**, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Canadian Export Association**, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Canadian Federation of Agriculture** (Ottawa, Ont.), *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Canadian Feed Industry Association (Quebec Section)**
Membership, 118:57-8
See also Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Canadian Forces**, *see* Fishing gear; Shipping—Accidents
- Canadian Freight Association, Western Lines**, 124:12; 124A:1
- Canadian Grain Commission**
Producer cars, allocation, 115:9
See Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Canadian Industrial Traffic League**
Background, membership, etc., 107:78-83, 87-9
See also Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Canadian Institute of Guided Ground Transport**, high speed trains study, 18:14-6; 21:25, 82; 23:38; 32:14
- Canadian International Development Agency (CIDA)**, *see* Bangladesh
- Canadian Labour Congress**, *see* Canadian Railway Labour Association; Organizations/individuals appearing and briefs submitted—Air transport *Proposed domestic air carrier policy*
- Canadian Manufacturers' Association**, *see* Organizations/individuals appearing and briefs submitted—Transportation of Dangerous Goods Bill (C-18)—Western Grain Transportation Bill (C-155)
- Canadian Meat Council**, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Canadian Meat Council (Quebec Section)**, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Canadian National Millers Association**, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Canadian National Railways**
Accountability, 30:78; 96:7
Administration, study, 96:25-7
Advertising, 68:82-3; 94:14
Annual reports
1979, 21:6-120; 22:5-124; 68A:1-59
1980 and 1981, 22:6; 67:5-38; 68:5-97; 69:7-74; 69A:22-43; 94A:1-18; 96A:1-18
1982, 96:5-56; 100:4-15; 101:10-56
Assets, 113:20-1
Atlantic provinces operations, 22:32-4
Buy Canadian policy, 106:28-9
Capital cost allowances, 21:39-40
Centralization, 96:36-8
Chairman, duties, 68:29-33
Chairman Jack Horner appointment, salary, staff, etc., 64:10-2, 27; 68:16-7; 69:48-9, 63-7, 70; 83:24-5; 92:30-1
Computer operations, cost, 21:79-80; 22:37-9, 99
Consolidated companies, boards of directors, 96:54-5
Costing methodology, 106:43-5, 51
Debt write-off, 30:35; 70:34; 103:33; 116:49; 134:11
See also Eurocanadian Shipholdings
Decentralization, 22:24-7
Deficits, \$53 million double reimbursement, 65:11-2; 81:21
Economic forecast, 96:9-11
Edmonton, office of chairman, costs, etc., 96:43-4
Equipment, computer control, 21:9
Equity, government increasing share, 81:20-1, 69
Executives, Que., bonus payments, 96:20, 23-4
Expansion plans, 22:32-4; 68:36-7
Financial difficulties, 68:6-10
Financial position, clarifying, 106:17, 33
Investments, capital expenditures, 21:9, 14-5; 24:38-41, 57-9; 27:42; 30:35; 68:8, 34, 79; 88:31; 89:18-22; 96:8
Land holdings, 68:93
Lay-offs, 96:8-9
Loans, 106:42; 107:19-20
Management, 21:27-30, 41
Mandate, 68:10-1, 62
Oil company shares, rumoured investment, Petrofina purchase comparison, etc., 30:38, 50-6, 86; 32:35; 33:34-5; 68:93-4
Oil exploration, land purchases, etc., 89:27-30; 96:52-3
Operating costs, 96:8
Pension funds, 27:42; 30:36, 50-6, 62-3, 86-7; 32:35-6; 33:5-11; 67:6-9, 13-7, 30-7; 68:60-1, 88-91; 69:8-74; 69A:1-170, 44-52; 89:31-2; 93:22; 101:42-4
Bandeem position, 67:27-8
Committee inquiry requested, 67:10-4, 17-22; 68:14-8, 24-8; 87:11-5; 89:33
Order of reference, requesting, M. (Mr. Forrestall), 67:23-5, agreed to, 3
Rescinded, M. (Mr. Turner), 69:56, agreed to, 5
Order of reference, requesting, M. (Mr. Forrestall), 69:56-7, agreed to, 5
Hall (Noel) report recommendations, implementing, 67:23, 27-30, 37-8; 68:23; 69:9-10, 13-4, 29, 51
Labour unions, role, 67:30, 33-5; 69:11, 26-31, 41-2, 52
See also CNCP Telecommunications
President And Chief Executive Officer
Bandeem, R.A., mode of transport, 21:89
Bandeem, R.A., resignation, 68:23
LeClair, J.M., salary, etc., 68:11-3, 19, 46-7, 59-60; 69:64-5; 96:39-43
Productivity, 21:9; 96:9
Profits, 133:18
Recapitalization of 1977, 68:72-5; 106:32-3
Revenues/subsidies/losses, 21:8, 38, 67; 22:40; 68:13; 96:8-9

Canadian National Railways—Cont.

- Salaries, board of directors, 101:55
- Salaries, freeze, senior officials, 68:7, 12, 58-9; 96:8, 20-6
- Senior corporate vice president Michael Kirby, 96:5, 55
- Service/profit obligations, 21:7-8, 40-1, 63, 69; 22:59-64, 90-7; 24:19; 25:61-2; 30:37-8; 68:47; 96:49-50; 110:11-2; 113:146
- Smith, Walter, tribute, 96:29, 55
- Tax deferral, 119:46-7; 120:80-1, 98
- United States operations, 116:88-9
- Vice presidents, salaries, 96:39-43
- Wages, unionized workers, 96:8, 21
- See also* Autoport; CNCP Telecommunications; Cast North America Ltd.; Central Vermont Railway; Conrail; Eurocanadian Shipholdings; Freight rates—Crow's Nest Pass rates; Halifax Industries Limited; Halterm; Lake Span Marine; Milwaukee Railroad Company; Northern Alberta Railway; Organizations/individuals appearing and briefs submitted—Canadian National Railways annual reports—Railway Bill (fences—C-227)—Western Grain Transportation Bill (C-155); St. John's; Shipping—Deepsea fleet; Sofati Containerline; Terra Transport; VIA Rail Canada Inc.

Canadian Owners and Pilots Association

- Background, 31:52-3
- See also* Organizations/individuals appearing and briefs submitted—Aviation Safety Board Bill (C-163)—Transport Department estimates, 1981-1982, main

Canadian Pacific Investments, 115:193**Canadian Pacific Ltd.**

- Assets, holdings, etc., 113:20-1
- Buy Canadian policy, 106:80-1
- Capital expenditures, 106:116-9, 123
- Committee, appearing before, 30:77-8
- Deferred taxes, 106:77, 82-4
- Directors, salaries, 112:25
- Dominion Bridge purchase, 113:86
- Equity, government acquiring, 81:20-1, 69; 104:45-6; 109:43, 63-5, 77-8, 83, 89, 93, 131; 110:16; 111:123, 139; 112:22; 113:50; 114:178, 239, 243-4; 115:147, 194, 199; 116:19; 117:75; 120:22
- Investments, plans, 106:80
- Mismanagement, 113:50
- Nationalizing, combining with Canadian National Railways, 111:136-7; 112:22, 28, 67; 113:24, 28, 64, 67, 84-5, 89-93, 112, 145-8, 172, 180-1, 188-90, 197; 114:23, 152-3; 116:42; 119:37-8
- Obligations, defaulting, 113:95; 114:238-40
- Pensions, 33:5-11; 67:14-5, 31, 34
- Profits, 112:23, 56, 75-6; 113:56-7; 114:168; 115:151; 116:49; 130:43; 133:19
- Revenues, 119A:26-8
- Shares/shareholders, 106:77-8, 84, 115-6; 112:24, 79; 116:88; 140:62-4; 142:37
- Shipping operations, *see* Public sector wage restraints
- Subsidiaries, 103:33; 109:57, 60; 112:47, 79; 113:61, 93; 119A:15-25
- Ontario and Quebec Railway Company, Crow's Nest Pass freight rates revision, relationship, 119:64-81; 119A:1-6; 140:62-4
- The CPR: A Century of Corporate Welfare*, Robert Shouldice study, 116:30
- United States operations, 109:76; 110:15; 116:88-9
- See also* CP Air; CP Rail; Dart Containerline Co. Ltd.; Freight rates—Crow's Nest Pass rates; Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

Canadian Paperworkers Union, CLC—Local 1120 (Prince Albert, Sask.), *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)**Canadian Pulp and Paper Association (Montreal, Que.), *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)****Canadian Radio-television and telecommunications Commission, mandate, 52:8, 14-6, 19****Canadian Railway and Transit Manufacturers Association, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)****Canadian Railway Labour Association**

- Canadian Labour Congress, relationship, 109:128-9
- See also* Organizations/individuals appearing and briefs submitted—Railway Bill (fences—C-227); Railway Transport Committee; Transport Commission; Transportation of Dangerous Goods Bill (C-18)

Canadian Railways Employees' Pension Association, *see* Organizations/individuals appearing and briefs submitted—Canadian National Railways annual reports**Canadian Transport Commission, *see* Transport Commission****Canadian Trucking Association, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)****Canadian Union of Professional and Technical Employees, *see* Organizations/individuals appearing and briefs submitted—Transport Department estimates, 1982-1983, main****Canadian Union of Public and Technical Employees, Committee appearance, 56:24-6****Canagrex, 112:76****Canarctic Shipping Company Limited, *M.V. Arctic* operations, 59:13-4****Cancar, *see* Via Rail Canada Inc.****Cando Shipping Committee, Saskatchewan Wheat Pool, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)****CanMar Grain Incorporated, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)****Canniff, Mr. W.L. (Assistant to the President and Director, Canadian Chemical Producers' Association) Western Grain Transportation Bill (C-155), 108:166-9, 173****Canola**

- Freight rates, 16:10-1; 81:64-5; 86:39-40, 52-3; 104:31; 105:117-8, 126; 107:25-6, 91-2; 108:40-2; 109:66-9; 110:20, 23-4, 63; 111:47-64, 92; 111A:49-125; 113:143; 114:165; 115:18-21, 38-9, 48-50, 106, 126, 134; 116:82; 120:15, 94-5; 124:38-9; 126:16-8, 21; 136:18-25, 83
- Production, 115:29
- Vancouver shipments, 111:178
- See also* Oilseed Products Minimum Compensatory Rate Review

Canola Crushers of Western Canada, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)**Canso, N.S., port development, 13:23-4****Cape St. James, B.C., *see* Shipping—Hazardous products, Accidents****Capreol, Ont., *see* VIA Rail Canada Inc.—Northern**

- Cargill Limited**
Criminal record, 110:93-5
Operations, 116:20, 58, 70, 80-89
Ownership, 110:88-9
See also Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Carleton-Charlotte, N.B.**, *see* Harbours, wharves and breakwaters
- Carlson, Mr. Gary** (Secretary, Saskatchewan Federation of Agriculture)
Western Grain Transportation Bill (C-155), 115:125, 134-7, 143
- Carney, Miss Pat** (PC—Vancouver Centre)
Western Grain Transportation Bill (C-155), 117:14, 28-30, 38, 43-5, 110-1
- Carr, Mr. Brian** (Chairman, Legislative Working Group, Transport Department)
Aviation Safety Board Bill (C-163), 147:21
- Carstairs, Alta**, *see* VIA Rail Canada Inc.—Accidents
- Cartiercliffe Hall**, lake vessel, *see* Shipping—Accidents
- Casgrain, Mr. P.H.B.** (Director, CN Rail Costing, Canadian National Railways)
Western Grain Transportation Bill (C-155), 106:9-13, 22-4, 32-4, 38-9, 44, 49, 57
- Cast North America Ltd.**, (Montreal), steamship company, 13:11, 14
Canadian National Railways, \$50 million investment, 14:12-4; 15:21, 43-5; 21:11, 36-7, 88-9; 22:101-4; 24:27, 30-2; 28:22-3; 30:53; 38:57-8; 56:18; 68:21, 67-8, 89:18-22; 90:28-31; 92A:1-2; 96:8, 11-6, 44-50, 53; 101:10-20
Criminal investigation, alleged kickbacks, etc., 98:23-4, 32-4; 100:5-15
- Catholic Bishops**, economic statement, 116:64
- Cattle**
Feedlots, 108:103
Imports/exports, 108:188-9
Seed stock, 109:181
See also Beef; Livestock
- Centennial Packers of Canada Limited**, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Central Canada Federal Transportation policies and programs**
Committee recommendations, implementing, 61:6-9; 62:20-2
See also Orders of reference
- Central Vermont Railway**, Canadian National Railways investment, 96:8, 50-2
- Centralized traffic control (CTC)**, *see* Railways
- Centre d'hebergement Joseph**, *see* Harbours Board
- Ceres Stevedoring Company Limited**, *see* Halifax-Darmouth—Fairview Cove
- Chairman and Vice Chairman**, *see* Procedure and decisions of the Chair
- Chamber of Shipping of British Columbia**, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Chambers, Mr. Allan** (Director, Manitoba Cattle Producers Association)
Western Grain Transportation Bill (C-155), 110:57-9, 66-7, 70-1, 75, 82-3
- Champ, Mr. D.** (Vice-President and General Manager, Chemicals Union Carbide Canada Limited, Canadian Chemical Producers' Association)
- Champlain Industrial Park, N.B.**, port development, 26:40
- Chapleau, Ont.**, *see* Northern Pottery Company
- Chaplin and Ernfold Pool Committee**, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Charlo, N.B.**, *see* Airports
- Charlottetown**, airport
Control tower, 80:9-10
Development program, 25:28-30; 52:31-4; 80:11-2
- Charlottetown Flying Club**, facilities, improvements, Tim Bally contract, 80:38-9
- Charron, Mr. Jean** (Assistant Deputy Minister, Coordination, Transport Department)
References, *see* Transportation of Dangerous Goods Bill—Amendments
Safe Containers Convention Bill (C-21), 2:14-21
Transportation of Dangerous Goods Bill (C-18), 1:15-6, 24, 31; 2:31-2, 36-7; 10:9, 17-20, 23-4, 30-1, 37-8; 11:26, 38-42, 48-9, 56-9, 64-6, 78, 86, 97-8, 104; 12:22, 31, 43
- Charter of Rights**, *see* Aviation Safety Board
- Chase, Mrs. Karen** (Individual, Calgary, Alta.)
Western Grain Transportation Bill (C-155), 109:163-6, 181-2, 186-91
- Chatham, N.B.**, *see* Airports; Harbours, wharves and breakwaters
- Chegwin, Mr. J.K.** (Individual, Swan River, Man.)
Western Grain Transportation Bill (C-155), 146A:8
- Chemainus, B.C.**, *see* Harbours, wharves and breakwaters
- Chemical and chemical products industry**
Crow's Nest Pass freight rates revision, effects, 108:156, 162-74
Exports, 108:156
Investments, 108:155
See also Air transport
- Cherkas, Mr. Nick** (Individual, Kamsack, Sask.)
Western Grain Transportation Bill (C-155), 116:38-40; 116A:9-12
- Chester, Mr. James G.** (Assistant Manager, Canadian Railways Employees' Pension Association)
Canadian National Railways annual reports 1980 and 1981, 67:15
- Chicago**, *see* VIA Rail Canada Inc.—Toronto
- Chicoutimi, Que.**, port development, 26:28-31; 84:14-5
- Child, Mr. Arthur J.E.** (President and Chief Executive Officer, Burns Foods Limited)
Western Grain Transportation Bill (C-155), 108:174-84, 187-8, 191-3
- Chlorine gas**, *see* Mississauga; Railways—Hazardous products, *Red Book*
- Cholin, Mr. Lorne** (Individual, Kerrobert, Sask.)
Western Grain Transportation Bill (C-155), 116:30-1, 46

- Churchill, Man.,** *see* Airports; Calm Air
- Churchill, Man.,** port
 CN Rail/CP Rail interchanging grain line facilities, Hall (Emmett) report recommendations, 16:17-8; 30:84-5; 86:12-4
 Hopper cars, access, 101:30-2
 Ports Corporation legislation, affecting, 71:12-4
 Railways, upgrading, 113:100
 Utilizing for grain exports, increasing capacity, *M.V. Arctic* role, etc., 25:40-1, 57-9, 69-70; 39:28-9; 59:14-5; 101:32-3; 110:26-7; 111:112; 138:17; 140:34-5
- Clark, Mr. Lee** (PC—Brandon-Souris)
 Western Grain Transportation Bill (C-155), 110:74, 96; 111:84, 132-4
- Clavelle, Mr. Jacques** (Director, Ports and Harbours Branch, Transport Department)
 Transport Department estimates, 1981-1982, main, 26:31
 Transport Department estimates, 1982-1983, supplementary (B), 84:16, 22
- Claydon Farming Community,** *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Climate,** *see* Weather
- Clough, Mr. J.P.T.** (Vice-President, Finance and Accounting, Canadian Pacific Limited)
 Western Grain Transportation Bill (C-155), 106:68-71, 82-88, 91, 104-10, 116-8, 122, 128
- Coal**
 British Columbia, exports, railway/port facilities, upgrading, cost sharing, etc., 3:16, 19-21; 4:23, 43-6; 21:98; 24:9-15; 25:18-23; 26:14
 Development, exports, etc., Crow's Nest Pass freight rates revision, effects, 108:56-68; 112:24
 Dominion Coal Lands, Fording Coal Co., freight rates, etc., 88:42-3; 89:14-6, 27, 38-9; 103:20; 106:123-4; 107:48-9; 109:57, 77; 112:67; 113:16, 24, 28, 70, 171; 114:70, 87-8; 117:32, 101, 106, 113-4; 120:21; 124:105-6; 133:29; 136:11; 141:33-51; 142:8-9
 Transportation 106:26; 113:58; 114:25-6; 117:42, 99-100, 140; 119:103
See also British Columbia Railway; Kaien Island, B.C.; Prince Rupert; Shipping—Canadian bottoms
- Coal Association of Canada,** *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Coast Guard**
 British Columbia, 3:22-3
 Inspectors, qualified staff, lacking, 13:17-8
 Officers, powers, increasing, 60:8
 Pleasure craft policy, 3:27; 13:27-9; 23:27-9; 26:31-2
 Radio operators, training, working conditions, 84:9-11
 Search and rescue facilities, upgrading, 38:10-1
 Vessel procurement, special recovery program capital project, 92:6-9
 Vessels, emergency repairs, 23:12-3
 West coast oil pollution control planning, SAR-CORE report, 38:36-9
See also Containers—Inspection—Regulations; Shipping—Hazardous products
- Cobex,** *see* Herbicides
- Colgur, His Worship Mayor Ty** (Mayor of Cranbrook, Committee of Mayors of British Columbia)
 Western Grain Transportation Bill (C-155), 117:170-1, 175-7, 182-3
- Collenette, Mr. David** (L—York East; Parliamentary Secretary to President of Queen's Privy Council; Minister of State for Multiculturalism)
 Point of order, bills, 36:6, 30
 Railway Bill (fences—C-227), 34:5-9, 18-27; 35:7-9, 24-30, 40-2; 36:6, 23-30
- Collier, Admiral Andrew L.** (Commissioner, Coast Guard, Transport Department)
 Transport Department estimates, 1982-1983, main, 57:26-31
 Transport Department estimates, 1982-1983, supplementary (B), 84:8-14, 21, 29-31, 35-6, 44, 49-50
- Collision Course,** Zagreb, Yugoslavia air disaster film, 31:8, 16-7, 20-1
- Columbia Containers Ltd.,** *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Cominco Ltd.** (CP subsidiary), Vancouver, 28:38
- Committee**
 Accommodation, 99:5
 Clerk, member's remarks reflecting on competence, withdrawn, apology, etc., 121:91-2
 Expert assistance, lacking, 10:21-3; 87:13-4
 Function, Transport Department impeding, 18:35-7
 Members, Benjamin remarks, 78:13, 21-2
 Reference library, requesting, 92:18-9
 Staff, K.W. Thompson secondment from Transport Commission, M. (Mr. Flis), 103:21-2, agreed to, 5
 System, reform 64:5-6, 11-2
 Travel, 2:5, 22; 35:3, 33-4; 79:18; 101:7; 103:4, 23
 M. (Mr. Benjamin), 35:34, agreed to
 September 1980 tour of Canada, reports, 13:6; 15:5; 15A:1-13; 21:83-4
 Tribute, 120:7; 133:11; 143:56-62
 Witness, questioning, Benjamin attitude, 12:61-2
See also Air traffic controllers; CN Express; Canadian National Railways—Pension funds; Canadian Pacific Ltd.; Canadian Union of Public and Technical Employees; Central Canada federal transportation policies and programs; Estimates; New Democratic Party—Press release; Search and rescue—Studies; Toronto international airport—Officials; Wheat Board
- Committee of Mayors of British Columbia,** *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Communist Party of Canada,** brief, 108:193-4
- Communist Party of Canada (Alberta Committee),** *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Concerned Citizens of Notukeu Line,** *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Conferences,** *see* Emergency Preparedness 1980; Federal-provincial conferences; International Air Transport Association; Law of the Sea; National Pensions Conference; St. Lawrence Seaway—Quebec
- Conflict of interest,** *see* Transport Commission—Air Canada
- Conrail,** Canadian National Railways purchase, 96:38-9; 98:36-8; 101:33-6; 119:62
- Consolidated-Bathurst Incorporated,** *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

- Constitution Act**, preamble, 121:57
- Consumer Price Index (CPI)**, *see* Grain—Price
- Consumers**, *see* Air transport
- Consumers and Corporate Affairs Department**, *see*
Organizations/individuals appearing and briefs submitted—Air transport *Proposed domestic air carrier policy*
- Consumers' Association of Canada**
Operations, regional branches, policy development, 47:7
See also Air transport—Charters, Domestic;
Organizations/individuals appearing and briefs submitted—Air transport *Proposed domestic air carrier policy*
- Consumers' Association of Canada (Alta.)**, *see*
Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Containers**, *see* Halifax-Dartmouth—Fairview Cove; Saint John; Shipping; Vancouver—Port
- Containers**, safety
Abandoned, disposal, 2:7
Accidents, inquiry authority, 2:7-8
Defective units, procedure, 2:21-2
Existing units, durability, 2:16
Existing units, number, modifications, costs, 2:15-7
Inspection
Coast Guard, role, 2:12, 25
Frequency, 2:16
Owners' responsibility, 2:8, 20
Railways, 2:18-21
Staff, hiring, qualifications, etc., 2:11-2
Transport Commission role, 2:12, 18-9
See also CN Rail—Car department men
International convention
Implementation, 2:25-6
Jurisdiction, national, international, 2:9-11
Objectives, 2:7-8, 11
Signatories, non-signatories, etc., 2:9-10
Testing code, 2:25-6
Legislation
Former bills, comparison, 2:7-8
Hazardous products legislation, relationship, 2:11, 14-5
Objectives, 2:7-11, 21
Maintenance and repair, 2:20-2
Offences, penalties, 2:23-4, 26
Placarding, 7:61-2
Regulations, Coast Guard role, 2:12, 16
Regulations, Transport Commission role, 2:12
Safety approval plates, 2:7-8, 24-6
Installation costs, 2:17
International Organization for Standardization, role, 2:17
Structural requirements, air transport, hazardous products, 2:8; 7:29
See also CN Rail
- Continental Grain Company (Canada) Limited**, *see*
Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Cook, Mr. Chuck** (PC—North Vancouver-Burnaby)
Points of order
Bills, clause by clause study, 71:21; 72:5; 75:7
Bills, insufficient time to study, 72:10-2
Meetings, 76:60, 65
Members, remarks, 73:17; 75:40; 76:60, 65; 79:41-2
Questioning of witnesses, 77:9; 117:46-7
Votes, 76:37
Witnesses, 74:6, 10
- Cook, Mr. Chuck—Cont.**
Ports Corporation Bill (C-92), 70:5, 10, 22-7; 71:14-7, 21; 72:5, 10-2, 17-9; 73:10, 16-9, 25-8, 33-5, 41-3, 46, 53, 74-6; 74:6, 13-4, 18, 21-2, 26, 30-2; 75:7-15, 21-4, 27-33, 36-40, 44-6; 76:12-3, 23-4, 27-31, 37-8, 41, 48-9, 54-60, 65-72, 85-92; 77:8-9, 12-22, 28-34; 78:5-12, 39-42; 79:14-6, 26, 40-2
Western Grain Transportation Bill (C-155), 117:29-30, 46-7, 71, 83, 90, 126-7, 143
- Cook, Captain Roland E.** (President, Canadian Airline Pilots Association)
Aviation Safety Board Bill (C-163), 102:5-6, 23-4
Transport Department estimates, 1981-1982, main, 31:28-42, 45-52
- Cooksley, Mr. Ken** (Transportation Administration Officer, Alberta Wheat Pool)
Western Grain Transportation Bill (C-155), 120:101-2
- Cooper Mr. G.M.** (Vice President and Secretary, Canadian National Railways)
Canadian National Railways annual reports, 22:100; 68:72; 96:39-40
- Cooper, Mr. John** (Macrorie, Sask.)
Canadian Broadcasting Corporation, 116A:8
Western Grain Transportation Bill (C-155), 116:20-2; 116A:1-8
- Cooper, Mr. W.** (Executive Director, Saskatchewan Canola Growers' Association)
Western Grain Transportation Bill (C-155), 115:18-21, 29-30, 38-9, 48-50
- Co-opérative fédérée du Québec**, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Corbett, Mr. Robert** (PC—Fundy-Royal)
Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 42:53-6
- Corbin, Mr. Eymard** (L—Madawaska-Victoria)
Air Canada annual reports 1980 and 1981, 66:21-3, 46-7
Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 40:82-4; 41:4-8, 34-8; 42:46-9, 59-61, 99-102; 46:29-30, 45-6, 53, 84-7; 47:39-43; 48:43, 76-8, 85; 49:22-5, 62-5, 71; 50:33; 52:44-51; 53:12
Canadian National Railways annual reports 1980 and 1981, 68:52-7
Points of order
Bills, reprinting for report stage, M., 79:49-50
Documents, appending to minutes and evidence, M., 46:53
Meetings, 76:62
Members, remarks, 76:62
Ports Corporation Bill (C-92), 73:30, 47, 76; 76:21, 38, 51, 57, 62-5, 72, 80; 77:26, 32; 79:49-50
Transport Department estimates
1981-1982, main, 32:57-60; 33:14-8
1981-1982, supplementary (C), 38:84-7
1982-1983, main, 56:31-5; 57:7-11, 28-9; 58:25-9; 64:45; 65:12-7, 44-7
- Corriveau, Mr. Léopold** (L—Frontenac)
Air Canada annual report, 1982, 95:14; 97:24
Canadian National Railways annual reports 1980 and 1981, 67:25
Organization meeting in relation to standing Orders 69(2) and (4) (a), 87:5
Points of order, documents, 95:14
Points of order, election of Vice Chairman, 87:5

Côté, Mrs. Eva (L—Rimouski)

Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 40:91-4; 41:26-30, 41-5; 42:82-5; 43:14-8; 45:36-9; 46:88-91; 47:30-4; 48:84-5; 49:31-4; 54:30-3
Canadian National Railways 1979 annual report, 21:58-62; 22:39-43

Point of order, documents, 118:84-6

Point of order, meetings, 137:49

Transport Department estimates

1980-1981, supplementary (B), 19:31-4

1981-1982, main, 29:15-21

1982-1983, supplementary (B), 86:32-6

1983-1984, main, 89:42-3

Western Grain Transportation Bill (C-155), 104:29-33; 105:25, 43-5, 81; 106:13-6, 93-6, 103-4; 107:15-9, 103-4; 108:49-51, 113-5; 109:24-5, 95-7, 116, 189; 110:65, 93-5; 111:32, 127-8, 148, 163-6; 113:209; 114:37-8, 243; 115:42-3, 114-5, 176; 117:33-4, 66-7, 132-4; 118:34-6, 78-9, 84-7; 120:34-7; 121:81-2; 132:20-1, 28, 60-1; 134:32-3, 42; 137:49; 139:36; 143:47

Council of Forest Industries

Membership, 117:8

See also Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

Cowling, Mr. Doug (Individual, Grandview, Man.)

Western Grain Transportation Bill (C-155), 112:48-54

Cranbrook, B.C., see Air transport—Accidents**Crawford, Mr. George S. (Industrial Consultant, British Columbia Chamber of Commerce)**

Western Grain Transportation Bill (C-155), 117:72

Creswell, Mr. G. (President, Saskatchewan Canola Growers' Association)

Western Grain Transportation Bill (C-155), 115:21-3

Crichton, Mr. John W. (Executive Vice President, Bradley Air Services/First Air)

Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 44:9-15, 20, 23-9, 32-4, 37, 40-6

Crosbie, Mr. D.T. (Chairman, Traffic Committee, Canadian Association of Chiefs of Police)

Transportation of Dangerous Goods Bill (C-18), 9:4-13, 20-30

Crosbie, Hon. John C. (PC—St. John's West)

Transport Department estimates, 1980-1981, main, 3:5-10

Transport Department estimates, 1981-1982, main, 25:63-9

Crosby, Mr. Howard (PC—Halifax West)

Canadian National Railways annual report, 1982, 101:11-7

Transport Department estimates

1980-1981, main, 13:18-23

1981-1982, main, 28:22-7

1982-1983, main, 62:10-2

Crouse, Mr. Lloyd R. (PC—South Shore)

Canadian National Railways 1979 annual report, 21:70-5, 82

Crown Coalition

Membership, 114:25

See also Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

Crown corporations

Control and accountability, 37:101; 79:15-6; 95:59; 97:11, 18; 98:45-7

Political interference, CN Express, Air Canada decisions, 25:32-8

Crow's Nest Pass Act, definition, 122:26-7; 123:89-91

Crow's Nest Pass Act, General Order 448, relationship, 122:95-6; 124:18, 24-5, 108-1; 136:37; 142:18-9

Crow's Nest Pass rates, see Freight rates**Crozier, Mr. Doug (Legal Counsel, Alliance of Canadian Travel Associations)**

Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 48:58-65, 70-1, 80-5, 88-9

Currie, Ms. Bonnie (Individual, Kame Co-operative Farm Limited)

Western Grain Transportation Bill (C-155), 114:236-8, 242

Cusitar, Mr. Roy (Vice President, Manitoba, United Grain Growers)

Western Grain Transportation Bill (C-155), 111:26

DREE, see Regional Economic Expansion Department**Dairy Commission, Auditor General fraud allegations, RCMP investigation, 97:6, 21****Dairy industry, 116:90****Dalhousie, N.B., see Harbours, wharves and breakwaters****Dangerous goods, see Hazardous products****Dannychuk, Mr. George (Individual Maindstone, Sask.)**

Western Grain Transportation Bill (C-155), 109:167-9, 194-5; 144A:64-5

Dantzer, Mr. Vincent (PC—Okanagan North)

Canadian National Railways 1979 annual report, 22:34-9

Transport Department estimates, 1982-1983, main, 57:19-21; 58:23-5; 60:4-5; 62:17-8; 65:6

Darling report, see Merchant marine**Darling, Mr. Stan (PC—Parry Sound-Muskoka)**

Canadian National Railways 1979 annual report, 21:93

Dart Containerline Co. Ltd., container operations, moving from Halterm Ltd. terminal (Halifax) to Canadian Pacific Ltd. Racine terminal (Montreal), 28:21, 25-7**Davies, Mr. Gareth (Executive Director, Alliance of Canadian Travel Associations)**

Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 48:58-9, 65

Davis and Company, see Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)**Davis, Mr. Gordon (Assistant Co-ordinator, Car Allocation, Grain Transportation Authority)**

Western Grain Transportation Bill (C-155), 111:162-3

Dawson, Mr. D.A. (Director, Regulated Section Branch, Bureau of Competition Policy, Consumer and Corporate Affairs Department)

Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 40:48, 55

de Boer, Mr. Hank (Chairman, Maritime Farmers Council)

Western Grain Transportation Bill (C-155), 119:82-99

Deck, Ms. Mary Lou (Individual, Regina, Sask.)

Western Grain Transportation Bill (C-155), 144A:169-70

de Havilland Aircraft of Canada Limited, DASH 8 development, Windsor site proposal, 17:66-8**de Jong, Mr. Simon (NDP—Regina East)**

Point of order, documents, 114:45

de Jong, Mr. Simon—Cont.

Western Grain Transportation Bill (C-155), 113:43-5, 75, 105, 192-4; 114:44-5, 134-5, 144, 163-5, 203-4; 115:108-10, 163-5; 116:45, 92-4

de la Gorgendière, Mr. Marcel (President of the Saskatchewan Chamber of Commerce; Canadian Chamber of Commerce)

Western Grain Transportation Bill (C-155), 114:233

Deniger, Mr. Pierre (L—Laprairie; Parliamentary Secretary to Minister of State for Multiculturalism)

Air Canada annual reports

1979, 20:22-8, 41-2, 73-7

1980 and 1981, 66:4, 38-40, 50-1

1982, 95:6, 11-5, 24-8, 31-4, 64; 97:4, 15-6, 21-4

Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 40:20-3, 45-8, 71-4; 42:12-5, 73-7; 44:26-31; 45:26-32, 37; 46:16-9, 63-8, 81, 96; 47:18, 24; 48:24, 34; 49:14-8; 51:30-6, 72-3, 76-80; 52:16-20, 30, 37-43; 53:9-15; 54:8, 11-3, 17, 24-6, 30-1, 34

Aviation Safety Board Bill (C-163), 102:16-9

Canadian National Railways annual reports

1979, 21:38-43, 101-2, 116-20; 22:48-55

1980 and 1981, 67:5, 18-27, 38; 68:76-80

1982, 96:29-32; 100:7, 10, 15; 101:17-9

Points of order

Agenda and procedure subcommittee reports

Fifth, 13:10

Ninth, 56:26

Sixteenth, 101:62

Seventeenth, 101:76

Bills, 12:61; 72:6; 75:7

Documents, 20:42; 45:26; 95:11-5

Estimates, 33:31; 85:46-7

In camera meetings, 100:15

Language, 64:44

Meetings, 76:62; 82:43; 95:6

Members, remarks, 76:63

Questioning of witnesses, 21:101

Quorum, lack, 52:30

Translation services, 14:18-9

Witnesses, 31:6, 26-7, 45; 100:10

Ports Corporation Bill (C-92), 70:24; 71:20-4; 72:6, 11-2, 30-2;

73:15, 24-8, 35-6, 44, 48, 77; 74:6-7, 10, 16-25, 30-3; 75:7-11,

20, 23, 27, 43-4; 76:52, 55, 58-60, 63, 66, 69, 72, 79-80; 77:20,

25-7, 34; 79:32-3, 37

Transport Department estimates

1980-1981, main, 13:9-13; 14:18-23; 15:20-6

1980-1981, supplementary (B), 16:26-9, 17:16-21; 19:17-21

1981-1982, main, 24:22-7; 25:32-8; 26:11, 18-23, 32; 27:28-33,

54-60, 79, 83-7, 90, 99; 28:10-1, 17-21, 31-5, 39; 30:42-6;

31:6, 16-8, 26-7, 33, 40-5, 51-2, 64-70; 32:43-7, 67-8; 33:22-3,

31, 39, 41-3

M. (Mr. Anguish), 33:39-43

1981-1982, supplementary (C), 37:20-5

1982-1983, main, 56:13-8, 26; 57:21-8; 58:9-14; 59:4, 9-11, 16,

20-30; 60:4-6, 9-21, 24-34; 61:6, 12-8; 62:4-5, 14, 22, 27, 30-2;

64:12-7, 2929, 43-4

1982-1983, supplementary (B), 82:37-44; 83:13-4, 20, 25, 30;

84:4-5, 21-4, 39, 44-6, 50; 85:31-5, 46-7; 86:19-22, 35

1983-1984, main, 88:45-50; 89:9-12, 19, 22; 98:11, 19-23, 45-6;

99:6

Transportation of Dangerous Goods Bill (C-18), 5:18-20; 6:16-20; 12:20, 24, 29-30, 36-7, 40-52, 55-61

Deregulation, see Air transport; Airlines—Employees

Desjardins-Sauriol, see Montreal—Port

Desmarais, Paul, 32:45

des Prairies river, Que., see Navigation aids—Buoys

Dessureault, Mr. Claude (Executive Vice President, Canadian Railway and Transit Manufacturers Association)
Western Grain Transportation Bill (C-155), 118:89-95

Detour Lake, see Gold mining industry

Developing countries, see Food—Aid; Grain—Exports

Dillingham-Sceptre Company, contract, 28:17-8

Dillon report, see Winnipeg—CP Rail

Dinsdale, Hon. Walter (PC—Brandon-Souris)

Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 42:27-8

References, Nov. 20/82 death, tribute, 82:13

Transport Department estimates, 1982-1983, main, 62:5-9, 30-1; 64:33-7, 44-5; 65:30-4, 49

Dion, Mr. Rolland (L—Portneuf)

Point of order, witnesses, M., 105:142

Transport Department estimates, 1980-1981, main, 13:33-5

Western Grain Transportation Bill (C-155), 106:100-3; 107:40,

44-7; 115:173-6, 199; 117:77-8, 137; 118:36-7, 92-4; 131:59-60

Dionne, Mr. Marcel (L—Chicoutimi; Parliamentary Secretary to Minister of Agriculture)

Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 42:29-30; 46:38

Canadian National Railways 1979 annual report, 21:66-9; 22:59-64

Point of order, estimates, 33:30-1

Railways Bill (fences—C-227), 35:24

Transport Department estimates, 1980-1981, supplementary (B), 19:22, 39-42

Transport Department estimates, 1981-1982, main, 26:28-32;

27:18-24; 33:19-24

M. (Mr. Anguish), 33:38

Dionne, Mr. Maurice (L—Northumberland-Miramichi; Chairman)

Air Canada annual report, 1982, 95:16, 37-9, 64-5

Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 40:7, 18-9, 23-4, 27-8, 33-5, 43-4, 51,

54-6, 60-1, 88, 94; 41:8, 13-6, 21, 27, 30-1, 35; 42:20, 39, 42, 47,

51-3, 70, 88-9, 93; 44:4, 20-1, 36, 41, 46-7; 45:4, 19-20, 25, 37,

43-4; 46:5, 10, 20-3, 27, 34, 38-41, 46, 51, 54-5, 66-9, 77, 97;

47:7-8, 13, 24; 48:5-6, 28, 35, 39, 63-4; 49:10-3, 20, 26, 35, 42,

54, 61, 68-72; 50:4, 11, 20, 23-5, 31-2; 51:37-8, 42, 48-52, 57-8;

52:11-2, 23, 27-32, 35, 39-44, 47, 50-1; 53:12-7

Aviation Safety Board Bill (C-163), 102:24; 147:6-7, 13, 16-22,

26-33, 37, 41; 148:8-11, 15-20, 24-5, 28-32

Canadian National Railways annual reports

1979, 21:91; 22:71-2, 119-21

1980 and 1981, 68:5-6, 11, 15, 18, 24-7, 32-3, 51-4, 58-60, 64-5,

80, 95-6

1982, 96:24, 38-41; 100:8-15; 101:33-40, 50-2

Election as Chairman, 1:8

Ports Corporation Bill (C-92), 72:4-5, 8-13; 73:12, 28-30, 37-8, 53,

56-7, 62, 66, 69; 74:7-11; 75:6-10, 13-9, 28-9, 33, 36-40, 44-6;

76:12-6, 20-4, 28-31, 39, 43-4, 51-2, 56-8, 65, 70-4, 77-9, 85-6;

77:7, 12-7, 24-8, 34-8; 78:4-6; 79:12-9, 29-39, 42-5, 50

Transport Department estimates

1980-1981

Main, 15:7, 31-3

Supplementary (B), 16:28-9, 53-4; 17:41-2, 49-50; 19:60-3

Supplementary (C), 23:65-6

1981-1982, main, 29:24; 30:32, 36; 33:6-7

Note: See pages 1 and 2 for Dates and Issues

Dionne, Mr. Maurice—Cont.

Transport Department estimates—*Cont.*

1981-1982, supplementary (C), 37:29-30, 48, 56-7, 67, 96-7; 38:9, 14, 18-9, 31-5, 38, 41, 45-7, 53-4, 64-5, 71, 92

1982-1983, main, 56:6, 24-6, 31; 58:4-5, 12-4, 22-4, 28, 34-5; 60:4, 12; 61:4-5, 9-10, 18-21, 24-5, 30-5; 63:7-9, 19, 23; 65:21-2

1982-1983, supplementary (B), 80:24-8, 44; 81:25, 61, 65; 82:5-6, 10-9, 22-3, 29, 42-4, 47, 52-3; 85:4-7, 10, 13, 17-9, 38-40, 46-8
1983-1984, main, 88:5-6, 16-7, 22, 36, 41, 56-7; 89:16-7, 32-3; 90:34-5, 41, 45, 49, 62; 91:11, 15-9; 94:17-8, 25, 35, 42

Transportation of Dangerous Goods Bill (C-18), 6:13, 24; 7:45-6, 51, 70, 78, 110-11; 8:25-6

Western Grain Transportation Bill (C-155), 105:125-6; 106:46, 61, 113-4; 108:171, 182, 186-7; 109:34, 114, 118; 110:6-7, 45, 59-60, 94, 91-5; 111:25, 133, 137, 147, 150, 184, 189; 112:62; 113:8-9, 28, 49, 52-4, 71; 114:160-1; 115:75, 158-62, 202; 119:71, 95-8, 109, 123, 131; 120:72, 83, 86-90, 93; 121:16, 40-3, 47-50, 53-67, 71-2, 92; 122:5-25, 53-5, 60-4, 83, 98; 123:20-5, 57, 64, 68, 71, 79-81, 90-5, 98-9; 124:13-8, 21-5, 31-3, 42-5, 48, 60-1, 64-73, 78, 81-5, 90-2, 103-6, 109-15; 125:18, 25-30, 33-5, 41, 47-9, 53, 56, 77-8, 83, 94, 104; 126:35, 40, 45, 56, 70-3, 76, 120-2, 137; 127:14, 27-30; 128:59-60, 93-6; 130:7-13; 131:25, 29-31, 47, 57-9, 67; 132:19, 25-7, 34, 39, 42, 45-7, 56-9, 63-8, 75, 83; 133:21, 31, 37-9; 134:6, 9-11, 19-20, 24-35, 38-9; 135:14, 20, 35-6, 47; 136:24, 27, 67; 137:36; 139:14, 39-40; 140:13, 17, 20, 35-8, 41-4, 48-9, 52, 55-67, 74-5, 80, 89-93; 141:45, 48; 142:12-4, 17-8, 30-4, 38-9, 45; 143:28-32, 42-5, 48

Diploma Agriculture Graduates Association, see

Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

Disabled and handicapped

Transportation needs, *Obstacles* report implementation, etc., 24:8; 62:5-9, 30-2; 64:33-7; 65:30-5

See also VIA Rail Canada Inc.

Disasters, emergencies, etc.

Air transport, procedures, 9:17-8

Authority, fire departments/police role, 9:11-3, 23-9, 35-7

Dobbins, Murray, see Métis**Dolfer, Mr. Allan** (Member, Concerned Citizens of Notukeu Line)

Western Grain Transportation Bill (C-155), 115:184

Doll, Mr. Peter (National Farmers Union, Region 7, Alberta; Farmer, Fairview)

Western Grain Transportation Bill (C-155), 109:52-3, 65; 144A:64-5

Dome Petroleum

Shipping operations, 26:14-5, 41-2

See also Oil and gas exploration

Dominion Coal Lands, see Coal**Dominion Malting Limited, see** Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)**Dominion Marine Association, 26:34-5**

See also Merchant marine—Tax incentives

Domm, Mr. Bill (PC—Peterborough)

Transport Department estimates, 1980-1981, supplementary (B), 17:66-8

Transport Department estimates, 1981-1982, supplementary (C), 37:25-30, 89-93

Dorval airport, see Air traffic controllers; Montreal**Downey, Mr. Ray** (President, Klassen Trucking Ltd.; Manitoba Trucking Association)

Western Grain Transportation Bill (C-155), 110:117, 126-7

Dredging operations

Cost recovery, 14:24-5

See also Gros Cacouna; Miramichi River, N.B.; Roberts Bank, B.C.; St. Lawrence Seaway; Oil and gas exploration—Beaufort Sea; United States; Vancouver

Drinnan, Mr. Robert (General Manager, Alberta Trucking Association, Canadian Trucking Association)

Western Grain Transportation Bill (C-155), 105:102-6, 109-10, 114-26

Drought, Western provinces, feed transportation, 21:115**Dubin commission, see** Air safety**Dubois, Mr. Jean-Guy** (L—Lotbinière)

Points of order

Bills, 120:116; 128:140-1; 129:49-50

M. (Mr. Flis) amdt., 129:75-6

Ministers, 104:49

Witnesses, 103:8

M., 103:22

Ports Corporation Bill (C-92), 76:38

Western Grain Transportation Bill (C-155), 103:8, 22, 36-9; 104:39, 49; 105:59, 76-80, 121-22; 106:15-6, 39-41, 48-9; 107:19-20, 52-5; 113:73, 176-81; 114:76-8, 137, 200-1, 241-2; 115:30-4, 110, 117-8; 117:49, 179-81; 118:33-4, 41-2, 45, 48, 53-4, 69-73, 80, 94-5; 120:25-30, 116; 121:82; 126:23-6; 127:24-5, 37-8; 128:41, 80, 135, 140-1; 129:49-50, 75-6; 131:11-3, 28-9, 38, 59, 65, 75; 136:60, 73; 140:49-50, 70-1, 79; 141:30-1; 143:25-6

Dueck, Mr. Henry (Managing Director, Nepcan Marketers of Processed Alfalfa; Canadian Alfalfa Dehydrating Industry)

Western Grain Transportation Bill (C-155), 113:211-3, 219

Duff Commission, see Railways, branch lines—Abandonments**Duffin, Mr. Frank** (Second Vice President, Olds & District Chamber of Commerce)

Western Grain Transportation Bill (C-155), 109:158-9

Duke, Mr. Garry (Member of the Task Force on Canada's crisis in Rail Transportation, Coal Association of Canada)

Western Grain Transportation Bill (C-155), 108:67-8

Dumain, Mr. Mario (Secretary and Economist with the Union of Agricultural Producers, Quebec Agro-Food Survival Coalition)

Western Grain Transportation Bill (C-155), 118:8-9, 19-23, 26, 29-38

Dupuis, Mr. Gerald (Secretary, Action Group for Crow Retention)

Western Grain Transportation Bill (C-155), 114:70-1

Dutchyshen, Mrs. Gaylene (Individual, Gilbert Plains, Man.)

Western Grain Transportation Bill (C-155), 112:62-4, 79; 144A:70-1

Duvenaud, Mr. John (Director, Manitoba Farm Business Association)

Western Grain Transportation Bill (C-155), 110:76-7, 80-1

Dyck, Mr. Bob (Regional Manager, Manitoba, Cargill Limited)

Western Grain Transportation Bill (C-155), 110:86, 91-2

Dyck, Mr. Norman (National Farmers Union, Region 7, Alberta; Farmer, Debolt)

Western Grain Transportation Bill (C-155), 109:54-7, 70-1

Dynamite, see Hazardous products

- Earl, Mr. Paul** (Assistant Co-ordinator, Systems and Planning, Grain Transportation Authority)
Western Grain Transportation Bill (C-155), 111:157-8, 166-7; 128:29-31, 34; 132:11-4
- Easter, Mr. Wayne** (President, National Farmers Union)
Western Grain Transportation Bill (C-155), 113:9-34, 37-46
- Eastern Airlines**, safety violations, 89:16-7
- Eastern Provincial Airways**
Air Canada, competition, 40:60-1, 70; 42:37-9, 44-6, 50-8, 61-4
Atlantic provinces, regional carrier service, CTC decision, etc., 3:38-40; 4:52-3; 15:23; 16:5-7, 29, 53; 20:7; 24:46-7; 42:48
Brandon, Man.-Toronto route, 40:9-10; 41:32-3
East-west boundary, effects, position, 42:58-9
Fares, 42:54
Financial position, 42:41-3, 50, 56, 61
Labour dispute, choice of mediator, etc., 88:40-2
Local carrier operations, 42:49-50, 53
National carriers, relationship, 42:59-60
Operations, fleet, routes, 42:39-44, 49-56, 61-5, 73-5
Subsidies, 21:43; 27:103-4; 42:53; 90:20-1
See also Organizations/individuals appearing and briefs submitted—Air transport *Proposed domestic air carrier policy*
- Eckert, Mr. A.E.** (President, Alberta Soft White Spring Wheat Growers)
Western Grain Transportation Bill (C-155), 108:153-4
- Economic conditions**, 107:65
- Economic Council of Canada**, *see* Organizations/individuals appearing and briefs submitted—Air transport *Proposed domestic air carrier policy*
- Economic development**, Cabinet Committee, 113:12
- Economic Development Commission for the Regional District of East Kootenay**, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Economic Development Ministry**, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Economic summit meeting**, *see* Montreal
- Economy Carriers Limited**, Calgary, Alta., *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation
- Edmonton**, international airport
Firefighting equipment, emergency response time, etc., 17:56-8; 27:28
JETS installation, 27:54
Parking facilities, 27:55-6
Revenues, 91:19
- Edsforth, Mr. John** (President, Travacon Research Limited)
Western Grain Transportation Bill (C-155), 120:59-111
- Education**, *see* Freight rates—Crow's Nest Pass rates, Revision
- Edwards, Mr. Cyril** (Director, Action Group for Crow Retention)
Western Grain Transportation Bill (C-155), 114:67-70, 87-8
- Ekstrom, Mr. Bo A.** (Acting General Manager, Port of Vancouver)
Western Grain Transportation Bill (C-155), 117:116-21, 126-31, 134-5, 138-43
- Elder, Mr. Harry J.** (Member of the Agricultural Task Force, United Church of Canada—Saskatchewan Conference)
Western Grain Transportation Bill (C-155), 114:204-6
- Ellis, Mr. Jack** (PC—Prince Edward-Hastings)
Air Canada annual reports
1979, 20:6, 51-5, 67
1980 and 1981, 66:6-10, 41-2
1982, 95:48-9, 52-5; 97:17-20, 25
Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 40:26-30, 42-4; 42:23-6, 78-81, 94; 43:18-22; 44:21-6, 33; 45:4, 32-6; 46:21, 24-8, 48-9, 69-73, 96-7; 49:65-7; 50:11-5; 51:68-72; 52:20-3; 54:18-23
Aviation Safety Board Bill (C-163), 102:6, 11-5, 25-8, 31-3; 147:7-8, 17, 20, 23-4, 28, 31, 38
Canadian National Railways annual reports, 1979, 22:24-9, 111-4
Canadian National Railways annual reports, 1982, 96:32-6, 54; 100:9; 101:29-30
Organization meeting in relation to Standing Orders 69(2) and (4)(a), 87:6
Points of order
Documents, 40:26-8; 45:4; 46:27, 49
Language, 31:64
Membership, 80:39
Ministers, 24:8-9
Questioning of witnesses, 31:6-7
Translation services, 88:46
Witnesses, 31:6-7, 12, 24; 40:27; 100:9
Transport Department estimates
1980-1981
Main, 3:28-31; 15:26-30
Supplementary (B), 19:22-6
Supplementary (C), 23:22-6, 45-50
1981-1982, main, 24:7-9; 25:42-6; 27:32-7, 70-4; 29:14, 21-7; 31:6-7, 12-4, 21, 24, 45-9, 56-64, 69; 32:6-10, 36, 47-53, 60-8
1982-1983, main, 58:6, 17-20; 59:4-9, 20-3, 26-7; 60:12-8, 26, 29-34; 63:9, 14-20
1982-1983, supplementary (B), 80:39-44; 81:50-3; 82:6-11; 84:16-20; 85:20-3; 86:23-5
1983-1984, main, 88:46, 50-2; 90:19-24; 94:22-7; 98:24-7, 56
Transportation of Dangerous Goods Bill (C-18), 5:4; 7:67, 73-6, 80, 84-7; 8:11-3; 9:8-10, 32-4; 10:16, 20-3; 11:18, 38-9, 69, 75-6, 87-9, 94, 97, 104; 12:21-3, 27-8
- Ellison, Mr. T.D.** (Director, Transportation of Dangerous Goods, Transport Department)
Safe Containers Convention Bill (C-21), 2:14-5, 19
Transportation of Dangerous Goods Bill (C-18), 1:21-7, 31-7; 2:29-39; 10:4, 9-12, 18, 25, 28, 33-9; 11:14, 20-3, 31, 35-8, 43, 63, 74-5; 12:19-28, 59, 62
- Elofson, Mr. Robin** (Second Vice-President, Alberta Cattle Feeders Association)
Western Grain Transportation Bill (C-155), 108:102-4, 110, 117
- Elrose, Sask.**, *see* Railways, branch lines
- Elzinga, Mr. Peter** (PC—Pembina)
Western Grain Transportation Bill (C-155), 108:126-8, 193
- Emergencies**, *see* Disasters
- Emergency locator transmitters (ELT)**, *see* Aircraft
- Emergency measures**, *see* Municipalities
- Emergency Measures Organization**
Re-establishing, 9:10-11, 45-6
See also Hazardous products

- Emergency Preparedness 1980**, Toronto Nov. 17/80 conference, 17:61
- Employers' Council of British Columbia**
 Membership, 117:40, 44
See also Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Enemark, Mr. Tex C.** (President, Mining Association of British Columbia)
 Western Grain Transportation Bill (C-155), 117:22-39
- Energy, Mines and Resources Department**, *see* Air transport—General aviation
- Energy resources**, transportation, *see* Shipping—Canadian bottoms
- Engel, Mr. Allen** (M.L.A., Assiniboia-Gravelbourg; New Democratic Party Caucus of the Saskatchewan Legislature)
 Western Grain Transportation Bill (C-155), 113:167-92, 195
- Engel, Mr. Victor** (Individual, McMahon, Sask.)
 Western Grain Transportation Bill (C-155), 144A:4
- Engle, Mr. Robert** (President, Northwest Territorial Airways Limited)
 Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 44:15-20, 25-7, 32-41, 44, 47
- Epp, Hon. Jake** (PC—Provencher)
 Western Grain Transportation Bill (C-155), 110:73, 133, 136-9; 111:53-4
- Erickson, Arthur**, references, 66:16-7
- Esquirol, Mr. Hubert** (Director, Palliser Wheat Growers Association)
 Western Grain Transportation Bill (C-155), 115:16, 27-8, 33, 42-3
- Estimates**
 Background papers, 80:6
 Committee discussion, effectiveness, 24:49
 Reporting to House, 98:55
 Witnesses, departments other than Transport, authority to request, 57:26
 \$1 votes, purpose, misuse, insufficient time to study, etc., 23:10-11, 58
See also Orders of reference; Transport Department
- Ethelbert, Man.**, *see* Rural Municipality of Ethelbert
- Ethylene**, 108:173
- Etobicoke**, *see* Municipalities—Rerouting
- Eurocanadian Shipholdings**, Canadian National Railways
 rescheduling of debt on bulk carriers, 68:67-9
- Europe**, *see* Air transport
- Excise tax**, *see* Flying schools
- Exide L320**, *see* Shipping—Hazardous products, Accidents
- Export Development Corporation**, *see* Shipbuilding industry
- Export Trade Development Board**, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Exports**
 Crow's Nest Pass freight rates revision, effects, 107:62-78
See also Forest industry; Grain; Meat; Pork
- Eyton, Mr. Rhys R.** (President and Chief Executive Officer, Pacific Western Airlines Limited)
 Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 42:5-35
- FIRA**, *see* Foreign Investment Review Agency
- Faller, Mr. Doug** (Chairman, Family Farm Foundation)
 Western Grain Transportation Bill (C-155), 114:209-10, 214-9
- Family Farm Foundation**, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Farden, Mr. Eric** (Chairman, Macrorie Crow Committee)
 Western Grain Transportation Bill (C-155), 114:46, 53-7, 79-81, 89
- Farion, Mr. Greg** (National Farmers Union, Region 7, Alberta; Alberta Wheat Pool Sub-Committee 603; Farmer, Vegreville)
 Western Grain Transportation Bill (C-155), 109:58-60, 115-9; 144A:74-5
- Farion, Mr. Ken** (National Farmers Union, Region 7, Alberta; Farmer, Vegreville)
 Western Grain Transportation Bill (C-155), 109:60-2; 144A:72-3
- Farion, Mr. Orest** (Alberta Wheat Pool Sub-Committee 603; Farmer, Vegreville)
 Western Grain Transportation Bill (C-155), 109:104-16; 144A:76-7
- Farley, Mr. Bill** (Director, Flax Growers Western Canada)
 Western Grain Transportation Bill (C-155), 115:36-7, 57
- Farm Credit Corporation**, policy, 116:50
- Farm improvement loans**, interest rates, 112:57
- Farm income**, 105:134; 107:50; 109:195, 206; 110:17; 111:129, 139; 112:41, 58, 69; 114:145; 115:27, 52, 197
 National Farmers Union study, 112:75
- Farm machinery and equipment**, 113:98, 101, 183-4; 114:55
- Farm organizations**
 Crow's Nest Pass freight rates revision, dissension, 114:60-2, 72, 115, 169, 221; 116:16-7; 141:16
 Membership, conditions, fees, etc., 109:115-7, 151-2; 112:12-5; 118:69-70
- Farmers**
 Amish, Hutterites, 116:43
 Job security, off-farm employment, etc., 111:120-2, 130-1; 112:25
 Production costs, 109:71; 111:128-9; 112:6-7, 16-8, 37, 78-9; 113:25, 122-3; 115:128; 116:19, 35, 39-40, 50-2
 Parkland, Man. region, 112:23-5, 38-9
 Return on investment, 112:59, 79; 113:178; 114:11, 51, 69-70, 85-8; 115:128-9; 117:103
 Subsidies, 114:43
 Working conditions, 109:149-50; 112:63
 Young farmers, 112:76-8; 113:45, 124, 198-200; 115:27; 116:40
See also Aircraft—Cessna
- Farms**
 Family farms, future, 111:95, 113-4; 112:9; 113:20, 57; 114:27-8, 50, 206, 209-19; 115:19-24; 118:25, 38, 52; 133:14
 Number, decreasing, 113:48
 Size, increasing, 111:116
 Size, Manitoba, 111:129

- Farolines shipping company**, 28:21
- Farquhar, Mr. Mike** (Director General, Grain Transportation, Transport Department)
Transport Department estimates, 1981-1982, main, 30:12-3, 65-7, 84-5
Western Grain Transportation Bill (C-155), 121:88-9; 122:29-31, 43, 94-6; 127:26, 31; 128:10-1, 21-2; 132:35-41, 49-50, 60; 134:22-3; 135:53-8, 62-3; 143:41
- Federal Commerce and Navigation Ltd.**, *see* Merchant marine; Prince Rupert—Ridley Island
- Federal-provincial conferences**, *see* Transportation
- Federal-provincial relations**, fiscal arrangements, 24:48
- Federated Co-operative of Saskatoon**, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Federation of Canadian Municipalities**, *see* Organizations/individuals appearing and briefs submitted—Transportation of Dangerous Goods Bill (C-18)
- Feed Freight Assistance Act**, 118:21-2; 119:82-99; 122:72-4, 90-1
- Feed grain and fodder**
Corn formula, 118:59, 79-80
Crow's Nest Pass freight rates revision, effects, 93:40-1; 104:35; 108:26, 46-7, 76-9, 100-9, 117-8, 175; 109:60, 68, 77; 110:67, 71, 138; 111:100-1, 105; 112:17; 113:40-1, 87-8, 106; 115:14
Domestic pricing policy, 114:41, 145, 161-3; 115:48, 126, 167-9, 176-9, 189; 118:59; 120:45-6; 124:62, 72
Freight assistance, 124:63-78
Markets, 116:6
"Movement", definition, 124:59, 78-9
Price, 115:125; 118:78-9
Livestock prices, effects, 115:138-40, 204; 117:63-4
Milk production, effects, 114:242-3
Quebec, 118:18-9, 59-63, 82
User associations, 125:71-84
See also Drought
- Felstad, Mr. Dave** (Chairman of the Board, Alberta Pork Producers Marketing Board)
Western Grain Transportation Bill (C-155), 108:119-33
- Fenco report**, *see* Ports—New Brunswick
- Ferguson, Mr. Douglas R.** (Individual, Stewart Valley, Sask.)
Western Grain Transportation Bill (C-155), 144A:78-9
- Ferguson, Mr. Ralph** (L—Lambton-Middlesex; Parliamentary Secretary to Minister of State for Small Business)
Western Grain Transportation Bill (C-155), 108:81-2, 185-9; 109:68-70
- Ferry service**
British Columbia-Canada ferry subsidy agreement, review, 3:10-2; 4:44-7
Hazardous products, legislation, inclusion, 10:20
See also B.C. Ferry Corporation; CN Marine; Transport Department
- Finning Tractor**, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Fire chiefs**, *see* Canadian Association of Fire Chiefs
- Firearms**, *see* Air transport—Hazardous products
- Firefighters**, *see* Airports—Yarmouth; Edmonton—International airport; Hazardous products; Toronto—Malton international airport
- Fischer Branch-Broad Valley Pool Elevators**, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Fisher, Mr. Douglas** (L—Mississauga North; Parliamentary Secretary to Deputy Prime Minister and Minister of Finance)
Air Canada 1979 annual report, 20:43-6
Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 40:30-2, 51-4
Canadian National Railways annual report, 1979, 21:102-5; 22:85-91, 114-6, 123
Transport Department estimates
1980-1981, main, 3:31-3; 15:36-7
1980-1981, supplementary (B), 16:34-8, 53
1981-1982, main, 24:33-7; 27:35, 38-41, 66-70, 88-9, 92-4; 31:70, 78-9
1981-1982, supplementary (C), 37:62, 85-9
Transportation of Dangerous Goods Bill (C-18), 9:14-8, 42-4; 10:12-5, 30-2; 11:51, 75-6; 12:32-3, 36, 41
- Fishing and Recreational Harbours Act**, Ports Corporation legislation affecting, 79:21-39
- Fishing gear**, herring nets destroyed by Canadian Forces vessels in Halifax harbour, 79:25
- Fishing vessels**, inspection certificates, 25:27
- Fjordbotten, Honourable Le Roy** (Minister of Agriculture, Alberta Government)
Western Grain Transportation Bill (C-155), 108:8-34, 37-40
- Flaterud, Mr. Harold** (Individual, Beechy, Sask.)
Western Grain Transportation Bill (C-155), 116:47-8
- Flaterud, Mr. I.A.** (Individual, Beechy, Sask.)
Western Grain Transportation Bill (C-155), 144A:80-1
- Flax**
Freight rates, 115:35-7
Transportation, Wheat Board jurisdiction, 115:17
- Flax Growers Western Canada**, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Fletcher, Mr. D.L.** (Vice-President, Prairie Region, Canadian National Railways)
Western Grain Transportation Bill (C-155), 106:53-4, 57
- Fletcher's Limited**, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Flis, Mr. Jesse** (L—Parkdale-High Park; Parliamentary Secretary to Minister of Transport)
Aviation Safety Board Bill (C-163), 102:26-9, 33; 147:17, 30-3, 37, 41; 148:8-10, 13, 16, 25-7, 31-2
Canadian National Railways annual reports 1980 and 1981, 67:24
Canadian National Railways, pension funds, M. (Mr. Forrestall), 67:23
Committee, staff, M., 103:21
Freight rates, Crow's Nest Pass rates, M. (Mr. Mazankowski), 123:31-3
Freight rates, Crow's Nest Pass rates, M. (Mr. McKnight), 123:35
Organization meeting in relation to Standing Orders 69(2) and (4)(a), 87:12, 23

Flis, Mr. Jesse—Cont.

Points of order

Agenda and procedure subcommittee

Meetings, 105:64

Reports

Fifteenth, M., 96:5

Seventeenth, 101:70, 73-6

Eighteenth, amdt. (Mr. Benjamin), 120:113-4

Bills

Amendments, 122:8-9, 12, 20; 123:16; 132:66; 142:34; 143:20

Definitions, 123:52

Report stage, 128:136, 143-4; 129:47-8

M., 129:61-4

Amdt. (Mr. Benjamin), 129:71-4

Amdt. (Mr. Dubois), 129:76

Documents, 109:47; 118:87

In camera meetings, 101:58

Meetings, 76:61; 90:8; 132:50-1; 136:40; 137:48-54

Members, remarks, 76:61

Ministers, 118:6-7

Privilege (Mr. Bockstael), 106:85-6

Questioning of witnesses, 111:66

M., 89:6

Witnesses, 71:23; 108:70

M., 120:112

Ports Corporation Bill (C-92), 71:20; 72:27-8; 73:14-5, 43; 74:11-5, 21, 31-2; 75:12-4, 17, 21, 38-9, 44; 76:20, 28-9, 38-9, 43, 46, 55, 59-61, 73; 77:15-6, 20, 23, 28-33; 79:13, 16, 22-4, 39, 46-7, 50

Railway Bill (fences—C-227), 34:9, 19-22; 36:9-13

Transport Department estimates, 1983-1984, main, 89:6; 90:8; 92:19

Transportation of Dangerous Goods Bill (C-18), 1:35-8

Western Grain Transportation Bill (C-155), 103:21; 105:37-40, 64, 113-7; 106:85-6, 111-5; 107:72-6; 108:53-5, 70, 94-6, 109-10; 109:47, 85-7, 93, 127-30, 135, 166, 186; 110:37, 100-2; 111:16, 22-5, 61, 66, 79, 108, 184-7; 112:12-3, 58, 67, 71, 77; 113:29-33, 164-5, 216-7; 114:20, 27-30, 59, 136, 207-8, 214; 115:28, 71-5, 83-4, 101-2, 158-61; 116:44; 117:20, 26, 50-1, 79, 89-92, 164-5; 118:6-7, 75-7, 85-7; 119:14-9, 32, 74, 108-9; 120:75-80, 112-6; 121:49, 52, 61-2; 122:8-9, 12, 20-1, 33; 123:11, 16, 20-1, 31-5, 52, 69, 73, 77-81; 124:14-6, 33-5, 40, 47, 53, 67, 77-80, 83, 102, 106-7; 125:17-9, 38-41, 47, 80, 92; 126:38, 44-6, 49, 53-6, 59, 64, 71-4, 77-85, 90-4, 110-3, 125-6, 138; 127:10-1, 46; 128:39-40, 53, 62, 66-7, 77-81, 85-9, 98-9, 107-8, 118, 135-6, 143-4; 129:10-1, 37-8, 43, 47-8, 54-6, 61-7, 71-6; 130:10, 14-6, 30-1, 38-43; 131:11, 27, 35-6, 44, 47, 51, 67; 132:15-6, 26, 47, 50-3, 66, 75-7, 84-5, 94-8, 103; 133:21-4, 32-7, 42; 134:9; 135:8-9, 13-6, 23-5, 28, 35, 40-3; 136:15-6, 19-21, 26, 29-30, 40-2, 56-8; 137:31-3, 50-4, 64; 138:28-9; 139:6, 18-20, 25-8, 31, 41; 140:16-20, 23, 58-9, 69; 141:6, 10, 33-4, 45-6, 50-1; 142:8, 24-7, 34, 37-9; 143:20-2, 25, 30-2, 35-8, 45-7, 54-6, 59-60

Flour Freight rates, 110:21-2; 112:21, 39; 113:58, 143; 114:16-7, 49; 116:6; 120:97; 136:17, 86; 137:62; 143:42-3, 47

Flying schools, tuition fees, income tax, gasoline, excise tax, etc., 25:44-6; 27:16; 31:58-9, 72, 80-1

Flynn, His Worship Dennis (Mayor, Etobicoke, Ont.; President, Federation of Canadian Municipalities)

Transportation of Dangerous Goods Bill (C-18), 7:80-110

Fogo Island, Nfld., *see* Airports

Folstad, Ms. Joanne (Member, Family Farm Foundation)

Western Grain Transportation Bill (C-155), 114:211

Folstad, Mr. Ken (Individual, Archerwill, Sask.)

Western Grain Transportation Bill (C-155), 146A:9-10

Fonger, Mr. Richard (Vice Chairman, Economic Development Commission for the Regional District of East Kootenay)

Western Grain Transportation Bill (C-155), 117:97-101, 106-11, 114

Food

Aid, developing countries, 116:86

Cheap food policy, 111:139, 148; 112:55; 113:42; 114:51, 90, 164; 115:129-31

Prices, 110:128, 137

Processing, 112:21, 39; 113:58-9, 163-4, 203-6, 219; 116:6-8

See also Freight rates—Crow's Nest Pass rates, Revision, New/specialty crops

Fording Coal Company

Strikes, 117:113, 174-6

See also Coal—Dominion Coal Lands

Foreign Investment Review Agency (FIRA), *see* Airports—ground services

Forest industry

Crow's Nest Pass freight rates revision, effects, 117:8-21; 117A:1-13

Exports, 107:68-9

Forrestall, Mr. J.M. (PC—Dartmouth-Halifax East)

Air Canada annual reports, 20:56-60, 68; 95:14, 35-41, 54-5; 97:8, 13-5, 22-5

Aviation Safety Board Bill (C-163), 102:25-32; 147:11-8, 21, 26-34, 41; 148:9-13, 21-2, 26-8, 31

Canadian National Railways annual reports

1979, 21:30, 33-7

1980 and 1981, 67:6, 18, 23, 28-30; 68:59, 66-70, 80, 92; 69:34-40, 49, 52-7, 72-4

1982, 96:11-6, 43, 46; 100:5-8, 12-3; 101:8-11, 15, 19-20, 30-3, 44

Canadian National Railways, pension funds, M., 67:23

Organization meeting, 1:9-11

Organization meeting in relation to Standing Orders 69(2) and (4)(a), 87:13, 17-23

Points of order

Agenda and procedure subcommittee reports, M., 24:16

Bills, amendments, 11:77-82

Bills, clause by clause study, 70:36; 71:20-2; 72:6, 13; 75:6-7

Corrigendum, M. to print, 79:12

Division bells, 67:6

Documents, 31:32; 88:36; 94:35

Evidence, 31:5

In camera meetings, 100:12-3

Meetings, 82:43; 95:39

M., 89:5

Members, remarks, 72:12-3

Ministers, 24:9

Questioning of witnesses, 83:12-4; 95:54-5

Quorum, 20:68

Translation services, 14:18-9; 15:46

Votes, 11:85, 91-2

Witnesses, 31:25-6; 74:7-10

M., 74:11

Ports Corporation Bill (C-92), 70:7-16, 36; 71:5-8, 20-2; 72:5-6, 10-3, 24-8, 32-3; 73:17-8, 27-30, 36-41, 50, 56, 62-3; 74:7-12, 15-7, 20; 75:6-16, 20-1, 24-32, 41, 44; 76:33-5, 44, 47-8, 52, 56-60, 69-70, 73-4, 77-8; 77:6, 9-10, 27-36; 78:5, 36, 42-3; 79:12, 17, 22-7

Safe Containers Convention Bill (C-21), 2:9-12, 22-4

Transport Department estimates

1980-1981, main, 4:6-9, 21, 30-6, 39, 42-3, 50-3, 61-3; 14:13, 18-9, 23-8; 15:7, 41-6

1980-1981, supplementary (C), 23:10-4, 29, 51, 57-66

1981-1982, main, 24:9, 27-33; 31:5, 21-2, 25-6, 32

Forrestall, Mr. J.M.—Cont.

Transport Department estimates—Cont.

- 1981-1982, supplementary (C), 37:30, 35-9, 81-5, 92, 99-100;
38:5-11, 54-9, 92
1982-1983, main, 57:4-6, 22, 26-8; 59:10-3, 28; 60:9; 61:5-11,
18-21, 30-5
1982-1983, supplementary (B), 82:34-7, 43-4; 83:8, 12-5, 23;
84:5-9, 39-33, 44-6
1983-1984, main, 88:31-6, 41, 57-63; 89:5, 18-22; 90:7, 26-31, 38,
49-53; 92:5-10, 17-25, 31-4; 94:27-31, 42; 98:24, 31-5; 99:6-7
Transportation of Dangerous Goods Bill (C-18), 9:25-7, 35; 10:5-12,
21-3, 26-30; 11:17-9, 24-41, 44-57, 60-1, 64, 76-88, 91-6, 99,
102-6; 12:24-8, 32-7, 42, 45-6, 49, 52-6, 60-2
Western Grain Transportation Bill (C-155), 108:186

Forterm, operating costs, 26:39**Fortin, Mr. G., Q.C.** (Vice President, Law and Secretary, VIA Rail Canada Inc.)

Transport Department estimates

- 1980-1981, supplementary (B), 19:18
1981-1982, supplementary (C), 37:37-8
1982-1983, supplementary (B), 82:12; 83:9-12, 17-9, 22-3

Fosbrooke, Mr. Richard (Acting Director, Passenger & Aviation Economics, Transport Commission)

Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 49:46

Foster, Mr. C.J. (Chairman, Aircraft Operational Group, Canadian Union of Professional and Technical Employees)

Aviation Safety Board Bill (C-163), 102:9-10, 14-7, 21-2
Transport Department estimates, 1982-1983, main, 63:4-29

Foster, Mr. Maurice (L—Algoma)

Ports Corporation Bill (C-92), 76:38
Railway Bill (fences—C-227), 34:9

Fox, Mr. John (Chief Engineer, CP Rail)

Railway Bill (fences—C-227), 35:6-9, 21-6, 32-3, 37-40; 36:7-19,
22, 27

France

Railways, high speed train 1983, crash, 107:54
See also Wardair International Ltd.

Frache, Mr. Pierre (Chairman, Harbours Board; President and Chief Executive Officer, VIA Rail Canada Inc.)

References, *see* VIA Rail Canada Inc.—President

Transport Department estimates

- 1980-1981, main, 13:10-2, 22-3, 33-5, 39; 14:6-8, 14-5, 20, 27-8,
32-4
1981-1982, main, 26:7-11, 16-21, 25-6, 29-31, 35-9; 28:17-9,
23-7, 37
1981-1982, supplementary (C), 38:24-5, 28-9, 34-5, 41-4, 47-9,
59, 78-9
1982-1983, main, 59:4-9, 14-6, 20-9; 60:4-6, 9-19, 22-5, 29-32
1982-1983, supplementary (B), 82:4-41, 45-53; 83:4-30
1983-1984, main, 94:4-43

Franco, Mrs. Arlene (Individual, Regina, Sask.)

Western Grain Transportation Bill (C-155), 116:12-3; 144A:169-70

Franklin, Mr. Robert C. (Vice President, Finance, Canadian National Railways)

Canadian National Railways annual reports
1979, 22:117-8

1980 and 1981, 68:27, 33, 67-9, 76-80, 83

1982, 96:15, 18-9, 35-6, 48-9, 53; 101:13-9, 49-50

Fraser, Mr. Dean (Individual, Carnduff, Sask.)

Western Grain Transportation Bill (C-155), 144A:83-4

Fraser, Hon. John A. (PC—Vancouver South)

Points of order

Witnesses, 71:22

Expenses, M., 74:11

Ports Corporation Bill (C-92), 80:10, 21, 27-32; 71:22; 73:64-70,
77-81; 74:9-11, 31-3; 75:16-20, 29

Transport Department estimates, 1981-1982, main, 27:80-3

Western Grain Transportation Bill (C-155), 117:45-6, 70, 137, 167,
181

Fraser River Harbour Commission, board members, 72:23**Fraser, Mr. W.W.** (President, Manitoba Pool Elevator)

Western Grain Transportation Bill (C-155), 111:89-93, 97-104,
108-15

Frederick, Mr. G.E. (President, British Columbia Chamber of Commerce)

Western Grain Transportation Bill (C-155), 117:68-78

Fredericton

Airports, commissionaires, official languages policy, 91:18-9

Fredrickson, Mrs. Jaye (Public Relations Manager, Cargill Limited)

Western Grain Transportation Bill (C-155), 110:94

Freight rates

"At and east" rates, 61:29; 62:26-7

Atlantic provinces, consultant study, 113:19-20

Crow's Nest Pass rates, 3:16-7; 15:6, 9-10, 14-7, 21-2; 17:11-4;

18:37-8; 24:27; 25:39-40; 30:16-7, 22-3; 37:45, 48; 98:5, 31, 51-4

Auditor General role, 141:7-9

British Columbia government position, 117:39, 145-7;

117A:81-96; 120:25

CP Rail, land, asset value, mineral rights, relationship, 103:33;

105:17; 106:66, 72-6; 109:70, 75, 79, 82-3, 120-5, 132, 167;

110:11, 112:11-2, 28, 47; 113:61-2, 86, 169-70; 114:60-1;

116:19, 33; 118:62; 119:66-8, 78-80; 124:112-5; 131:53;

134:11; 135:32, 61; 136:9; 142:10-3

Maps, 117:59; 119:72; 119A:14

CP Rail Rogers Pass tunnel project, 109:57

Canadian National Railways position, 21:9-10, 24-5, 40, 95-100;

22:10-2, 77-80, 104, 109; 68:6-10, 29-31, 48-9; 96:9-10, 29-32,

48-51; 106:5-7, 41-2; 106A:1-14

See also below Gilson task force

Canadian Pacific Ltd. position, 106:63-5, 78-9, 111-5,
106A:15-23

Capital cost funds, \$100 million extension, 81:38

Crop diversification, discouraging, 115:20, 30, 49, 72, 136-7

East-west perceptions, 118:50-2

F.O.B. alternative, 119:42

Gilson task force, 56:21; 57:14-5; 62:13-4; 68:30-1, 94-5; 105:6-9,
25-6, 38-9; 109:12-3, 43; 113:81-2; 120:9

Canadian National Railways participation, 106:16-7

Canadian National Railways submissions, tabling, 68:33-4;
69:62-3

Eastern provinces, representation, 105:29-30

National Farmers Union, participation, 113:39-40

Participants, 122:97-9

Quebec farmers, representations, 118:77-8

Recommendations, 104:33; 105:10-4, 20-1, 48-50, 55, 99;

109:182; 110:85, 121; 111:41, 140; 112:48-9; 113:196;

114:175; 116:57-9; 117:59, 69-70, 77-8, 82, 150; 118:12-3,

66; 138:13; 140:24

Terms of reference, 113:11

Trucking industry, participation, 105:116

Western participation, 105:52-3

Freight rates—Cont.

Crow's Nest Pass rates—Cont.

Gilson task force—Cont.

Wheat pools, participation, 111:93

Working papers, tabling, 104:50

Government subsidizing difference between rates and railway costs, Snively report recommendations, 68:84; 93:33-4; 98:5; 105:15-8, 40-1; 106:120-1; 109:33-4; 111:8-9, 20-2, 45, 93; 112:19, 64

How Ottawa Spends Our Tax Dollars, 113:80-1

Labour unions, position, 117:50-1

Legislation, 110:88

Abolishing, 113:46, 54

Amendments, Progressive Conservative Party, 140:68-9

Amendments, suggested, 108:16-8

Background, 103:10-20, 36-8; 105:66; 107:5, 35-7; 120:9

Complexity, 103:20-1, 24-5; 104:4, 39-41; 105:23; 106:15, 122-3; 107:42, 55, 60; 108:113-5; 133:16; 134:39, 43-4; 138:21

Definitions, grouping together, 122:26; 133:30-2

Flexibility, government inviting suggestions for amendment, 120:20-1, 32-3, 37-9, 46-8, 57-8, 115-7; 121:45-6, 60-2; 123:10-2, 19-26; 124:13, 16-7; 126:10-1; 132:63-8, 97-8; 140:32, 59, 65-6; 142:23-6; 143:60

Freezing, 3-year period, 136:8, 13; 140:29-30

National Transportation Act, complementing, 121:44

Preamble/policy statement including, 121:44-9, 60-3; 123:12; 126:31-2; 133:17

Progress report, 138:11-2

Railway Act, consequential amendments, 142:14-23

Railway Act, National Transportation Act, relationship, 133:42-8

Redrafting, 122:15-20

Regulations, 131:22-31; 140:84-5; 141:29-33

Report to House, date, extending, 128:35-45; 129:44-85

Report to House, date, government House Leader position, 143:50-1, 57-8, 60-1

Report to House, withholding, 113:173-5, 181, 187-8, 193-4

Scrapping, 113:64, 94, 106, 121, 170-5; 114:178; 116:8-9, 12, 42-6, 71

Splitting, 115:100-1; 117:177

Sunset clause, 117:81-2, 89-93; 133:19-20; 136:12; 139:25; 140:48; 141:20-1

Support lacking, 120:13-4

Weaknesses, 108:71-5, 107; 109:163-6; 113:12, 21-4; 114:74; 115:93; 116:15-7; 117:36-8; 140:66-7, 73

Withdrawing, 113:84, 197; 115:99, 149-51, 188, 194, 199-202; 116:67

MacPherson report, 105:17; 106:75-6; 114:150; 117:59; 120:43, 93; 121:6, 21; 122:26-7; 131:53-4

New Democratic Party position, 103:35-6; 104:36-7, 44-6; 113:200-1; 117:43-4; 120:21-2; 133:21, 25-9

Pepin statements, 114:67; 122:23, 27-8

Prairie Malt Limited case, 117:118-20, 126-9, 134-7, 178; 122:83-6; 136:81-6; 142:40-3

Progressive Conservative Party position, 111:94; 133:12-27; 140:26-32

Quebec Agriculture Department position, 118:34-5, 41-2, 45, 80-8; 120:25-6, 35

Quebec language rights, comparison, 112:74; 116:61; 117:88-9

Railway upgrading, separate issue, 107:105-6; 109:77, 130-1, 137; 110:13, 20; 111:125-7; 113:15, 33, 59, 64, 173; 114:179-83, 238-9, 242; 115:185; 116:68; 117:57, 63, 88, 109

Freight rates—Cont.

Crow's Nest Pass rates—Cont.

Railways, performance guarantees, incentives, penalties etc., 93:10-1; 103:14-7; 104:11-2, 15-6, 47-9; 105:37-9, 49; 107:15, 31-2, 35; 108:13-4, 30-1, 135; 109:13-4, 76; 110:94, 105; 111:92, 122, 157-8; 113:49, 63-4, 85; 114:155; 115:40-2, 88-9, 115, 126, 194; 116:30; 119:35; 120:12; 122:77-9; 124:85-93; 130:36-43; 131:14-22

Investment, CTC monitoring, 106:10-2, 17-8, 51-5, 64-5, 95-6, 111-4; 107:16-7, 87-8; 113:14; 121:34; 131:32-8

Railway Act, S. 262 provisions, Supreme Court decision, etc., 103:31-5; 109:52-3, 81, 90-3; 111:51; 112:72; 114:181-2, 240; 116:59; 122:65-71, 77-9; 128:73-6, 107-9; 132:83-101

See also Grain transportation

Retention, costs, 104:37-8

Retention, Hall (Emmett) report recommendations, 3:18; 103:33-4; 108:21; 109:43-5; 109A:33-66, 77-86; 111:93-6, 109, 118-9, 122-5; 111A:160-76; 112:9; 112:20, 23-5, 28-30, 46, 54-7, 67-76; 112A:1-4; 113:62, 75-6, 79, 83, 92, 103-5, 111, 168, 176; 114:8, 21, 24, 30-1, 68-70, 150, 160-1, 237-8, 241-2; 115:92-4, 99-100, 103-4, 146-51, 164, 188, 194-5; 116:9, 12, 18, 30, 36-7, 48-9, 50-3, 57, 71, 95; 117:57-8; 120:21; 136:8-16

Review, 57:22-3; 81:56-7, 66

Alberta Cattle Commission, role, 108:70-1

Interim payments pending decision, 81:43, 67-9

Quebec caucus special committee intervention, 104:20; 108:82, 85, 105, 114-5, 145; 110:89; 140:32, 52-3

Revision, new rates, Feb. 1/83 announcement, 108A:1-179; 109A:67-76; 111A:1-48; 113A:1-117; 114:219; 114A:7-13; 115A:15-136; 116:14-5, 22-3, 31, 38-9; 116:76-7, 80-1, 84-5; 116A:9-12; 117:40, 45-9, 70-8, 173; 117A:27-40, 113-22; 144A:1-80; 145A:1-179; 146A:1-436

Acreage payments, 104:34; 105:43-8; 108:99, 140; 111:106-7, 116; 112:8-9; 114:54, 65

Adjustment fund, agricultural, 107:6-10, 57; 108:26; 110:44; 120:15-9; 122:12-3, 99; 123:13-8, 25-6; 124:15-6, 49-50; 125:107-12; 142:25-6

Adjustment fund, \$14 million CNR allocation, 106:33-4, 57-9, 63, 79, 87-9, 114-5; 107:7-10, 57; 119:59-61; 136:49; 138:13-20; 140:75-80

Review, 140:80-4

Advertisements, 88:25, 28; 114:175; 116:49

Agricultural policy, compatibility, 115:126

"Base rate scale", definition, 123:50, 55; 124:24-5; 138:26; 143:48

Blended rates, 111:27, 30-1; 113:63; 114:52; 115:14

Briefs, unrepresented, historic value, 143:52-6

Cabinet shuffle, effects, 118:6-7

Civil disobedience, provoking, 116:21

Committee hearings

Futility, 114:66-7; 116:45-7

Inconvenience, harvest time, 112:64-6; 113:52-3, 94; 114:170, 236; 116:28-9; 117:54-5

Time limit, 113:87; 107; 120:16-20

Committee, terms of reference, 113:46

"Compensatory rate", definition, 133:32-4

Consensus, seeking, 108:85-6; 109:10-1, 35-6, 109-10, 128, 135, 196-7; 110:33-5, 83-4, 99, 104, 134-6; 111:17, 23-6, 37-8, 97, 103-4, 108-9, 132-4; 112:29, 68-70; 113:11, 37, 43, 49, 75, 83-5, 89-94, 92, 103, 106, 111, 181-2, 200-1; 114:51, 146, 174, 181; 115:93-4, 102-5, 108-10, 114, 195; 117:83; 118:66-9, 75-6; 120:10-1, 25-7, 32-5, 55; 133:12

Co-operation, necessity, 116:16-7, 24-6, 33

Cost change, "estimated cumulative government share", definition, 143:22

Freight rates—Cont.

Crow's Nest Pass rates—Cont.

Revision, new rates, Feb. 1/83 announcement—Cont.

"Cost change per tonne", definition, 123:82, 86; 138:27-8;
139:6-7

Contribution to constant costs, excluding, 139:8-9

"Cost charges per tonne", definition, 138:21

Costs, 123:41-3

"Estimated eligible costs", definition, 143:27-9

"Crop year", definition, 123:88

"Crow benefit", definition, 123:88-9; 133:35-8; 138:27, 36-7

Crow benefit, \$651 million, 104:13-4; 107:31, 36-7, 57;

108:42-3, 139; 115:117; 117:18-9, 86-7; 119:14-6; 122:6-7

"Government commitment", definition, 134:32-42; 138:40-1

"Cumulative government share of cost change", definition,
138:27, 36-7

Democracy, violating, 113:56; 114:168-70; 116:20-2, 31-2, 38,
57-8

Dilution effect, 105:48; 108:44-5, 83, 117-8; 110:45, 57; 111:12;
115:15

Distance, determining, 136:37-40

Distortion/hurt, definition, 108:112

Distortion, other industries, 104:20-1; 105:26-31, 41-5, 122;
107:56, 63, 80; 108:26, 35, 44, 100; 110:41, 105; 115:7;
117:69

Market/resource- neutral goal, 109:164-6, 182; 111:11, 14,
21; 115:8, 13, 74, 78, 87, 92; 117:148-50

See also Chemical and chemical products industry; Coal;
Feed grain and fodder; Sulphur

Eastern provinces, effects, 113:19-20, 23

Economic/social effects, 104:16-7, 39-42; 106:24-5, 81-2, 89-90;
107:51-2; 108:25, 35, 95-6; 109:73-5, 126-7, 130, 136-9,
148; 110:97-104, 110-2, 137-8; 111:94, 138-40; 112:17,
65-6, 72, 75-6; 113:20, 23, 59-60, 65-7, 82, 85-8, 93-100,
122-4; 114:11-2, 63-6, 72-3, 169, 173, 188-209, 233-6;
115:51-2, 112, 126-7, 147-50, 157-8, 161-3 185-91, 201;
116:12-3, 27-9, 32, 35, 43, 46-8, 61-5, 68-70, 75; 116A:1-8;
117:11, 41, 53, 83-4, 94-105, 110-2, 115; 118:31-2, 67;
119:45, 118-9; 120:10; 136:43-4, 48; 140:71

Education taxes, 109:141-6; 112:25-7; 113:51, 77-8, 117-8

Quebec, 118:89-95; 118A:1-5

Quebec transport ministry report, 106:100-4; 107:44-7, 52

Studies, 107:11-5, 61-2; 110:18; 113:10-1, 69; 114:88-90;
116:55, 59-60; 120:28-9; 123:18-9; 141:10-19

The Grapes of Wrath, comparison, 113:96

"Eligible costs", definition, 138:35-6

Farm organizations, east-west consultations, 118:68

"Final adjustment", definition, 124:17-8; 138:37-41

First Ministers Conference discussing, 109:88

Freight rates—Cont.

Crow's Nest Pass rates—Cont.

Revision, new rates, Feb. 1/83 announcement—Cont.

Funds, distribution, railways/producers, freedom of choice, etc.,
103:19; 104:33-5, 42-3; 105:13-5, 23-4, 33-6, 39-40, 54, 65,
99-101, 114-5; 106:47-9, 81, 125; 107:6, 36-8, 40-2, 64,
75-83, 90; 108:75, 105-6, 109-11, 114, 136-43, 146-7;
109:27-8, 89-90, 94-5, 98-100, 125, 154-60, 177-9, 206-7;
110:43, 80-1, 98, 101, 105, 115-6, 129-34; 110A:96-130;
111:72, 90-1, 94, 102-6, 123, 184; 112:8, 21, 30-2, 35-6,
49-50, 70; 113:16, 58, 73-4, 130-1, 141, 185-6, 191-5, 209;
114:26-7, 49, 113, 129-30, 178, 207, 222, 230; 115:8-16,
20-3, 32-5, 84, 96-7, 101-2, 108, 137-40, 143, 164-5, 170,
175, 189, 193, 202; 115A:1-14; 116:11, 78, 82-3, 89-91, 94;
117:10, 13-4, 17-20, 25-32, 37, 41-3, 49-51, 61, 66, 69, 72-8,
81-2, 86, 89, 113, 157, 175; 118:12, 16, 24-5, 32-7, 40-1,
48-9, 54-5, 65-72, 80; 119:10, 23-4, 39, 115, 127; 120:11-2,
15, 26, 37-42, 49-51, 55-7; 121:37-8; 122:14; 136:44-5;
140:66-71; 141:22-3, 27

Departmental feasibility study, 124:94; 125:93-113

Requesting, M. (Mr. Mazakowski), 123:27-35, agreed
to, 3

Amdt. (Mr. Benjamin), 123:33-5, negated, 3; amdt. to
amdt. (Mr. McKnight), 123:34-5, negated, 3

Requesting, M. (Mr. McKnight), 123:35-6, agreed to, 4

Double 80 proposal, 108:13, 18, 24-6, 43, 48-9, 52-4, 83-5,
91-2, 97-9, 120-1, 178; 109:17-9, 31, 74, 77, 180; 110:86;
111:24-5, 107; 112:72; 113:61, 171; 114:27; 115:15, 66

Freight entitlement plan, 110:45-63, 75-7, 80; 110A:1-95;
111:23; 115:40, 46; 120:29

Manner of payment, 140:84-93

Order in council changing, 139:22-42

Producer payments leading to cheating, Horner remarks,
113:186-7; 115:45-6

Government commitment, 120:8, 16

Government propaganda literature, 112:66-7; 116:49

"Government share of rates of cost change", definition, 138:42

Industries, vested interests, 114:186

"Interim adjustment", definition, 124:42-4; 138:42-4

Joint line movement, "in the vicinity of a port", 137:28-38

Joint line movement, single line movement, parity, 137:44-8

Lobbying, 107:34; 108:111, 145-6; 112:68; 113:12, 51-2, 167,
218; 115:83; 116:89

Maritime agriculture, effects, 119:82-99; 119A:37-63

"Maximum shipper share of rate of cost change", definition,
138:44-5

"Minister", definition, 124:45

Ministerial powers, 113:27

Moratorium, 114:134, 159-60

National Energy Policy, comparison, 114:38-9; 115:87, 111

National unity, jeopardizing, 108:18, 177; 113:31-2, 46, 80, 92,
149; 114:158; 117:152

New/specialty crops, 104:29-30; 105:62, 122-3; 107:10, 25-6,
91; 108:153-4; 110:24-5, 37-8, 43, 65; 111:64, 74-5, 78-8,
92, 123; 111A:126-7; 112:21; 113:18, 33-4, 84, 88; 114:126;
115:50, 72-3, 105, 198; 116:10; 117:137; 117A:1-13;
118:12-3, 17, 30-3, 70-2; 120:26; 121:65; 122:7, 59-65;
124:25-9, 32-41; 126:19-21; 138:9, 29; 143:40-7

See also Senior Grain Transportation

Committee—Observers

Opponents, Sask., 93:43-6

Phasing-in period, 114:70-1; 115:56-7; 117:36

Port parity, 124:18-20, 23

Postal rates, comparison, 116:49

Processed products, value-added, 111:17-8; 113:16, 41-2, 152-5,
160-1, 164-6, 202-19; 114:31; 120:53-4

Freight rates—Cont.**Crow's Nest Pass rates—Cont.**Revision, new rates, Feb. 1/83 announcement—*Cont.*

Producers, ability to pay, 108:23, 50-2; 109:44-63, 84-7, 91-2, 105-6, 109, 148, 169-74, 178-80, 185-7, 190-1, 201-2; 110:17, 20; 111:41, 45-6, 103, 109-13; 112:5-8, 14-21, 42, 62-4, 73-4, 79; 113:54-5, 67, 79-83, 87; 114:51-7, 79, 124-5, 141, 180, 184-5; 115:91, 99, 129-31; 116:27, 52-3, 77-9; 117:63, 67; 118:68; 119:21; 120:14, 26, 49; 121:20, 27; 126:11-5; 133:14; 136:12-4; 140:27

Provincial agriculture ministers consultation, 115:110-1

Provincial offset programs, 110:88; 111:12

Quebec farmers, effects, 89:22-5, 28-9; 89A:25-33; 105:28-9, 84-5; 108:75; 109:101-2; 110:85; 111:37-45, 115-6, 170-1; 114:81; 115:11, 64-5, 135-8; 116:11; 117:148-50; 118:9-26, 36; 140:46-7

Quebec farmers, meetings with wheat pools, 109:32-4

"Rate of cost change", definition, 124:84-5; 138:45

"Rate of cost change", negative, 139:7-21

"Rate scale", definition, 133:30

Rate-setting cycle/structure, 104:4-9; 104A:3-4; 106:35-6; 107:54-5; 121:35-6; 128:100-1, 109-1; 133:6-11, 16, 20; 133A:1-3; 134:6-18, 29-30, 42-4; 137:55-9

Payments to railway companies, 140:33-8, 61-2; 141:7-9

See also below Variable rates

Rate-setting task force, 105:52-3

Rates, determining, 103:17-9, 25-6; 104:27-37; 104A:1-2; 114:137-8; 115:118-9; 120:14-5, 40

Rates, increases, 5 1/2 times by 1992, 107:26-9, 54; 113:51, 58, 60, 82, 95-7, 105; 114:49, 55, 148-9, 158; 115:114; 116:36-7, 40-1, 87; 118:36-8; 120:22; 136:48

Rates, lowering, notice, 108:137

Referendum, holding, 116:178

Retroactivity, 103:27

Review provisions, 106:98-9; 107:58-9, 89; 108:29, 39, 106; 109:10-1; 112:55; 113:16, 171; 115:10, 15, 47-9, 115, 121; 118:36-7, 77; 119:31-3; 120:12, 19, 26-30, 39-44, 49-51, 54-5; 123:12-3; 126:11, 23-6, 33-6; 128:86-7; 133:12, 17, 20; 140:81-4; 141:9-22, 26-7

Amendments, tabling, 139:5

Inquiries Act, applying, 127:6-13; 138:9-10; 139:23, 32; 140:16, 19, 28-30

"Safety Net", grain price/inflation relationship, 103:27-9; 104:12-3, 45; 105:50-1, 61-2; 106:8, 122; 107:20-5; 108:14-6, 20, 23, 26-7, 43, 50-1, 137; 109:8, 21-2, 64, 151-2; 110:44, 83, 138; 111:11, 32, 110; 112:30, 52-3; 113:16, 36, 182-3; 114:124, 128, 177; 115:9, 15, 58-9, 109, 113-4, 126, 200; 116:51, 80; 117:17; 119:10, 45-6; 120:30, 49, 55; 121:63-5; 122:6-8; 123:12-3; 126:12, 15-6; 138:9

Tariff contravention, 137:56-7

"Tariff", definition, 143:30-4

Tariffs, duration, 137:59-64

Transitional provisions, 142:27-37

Transport Department officials influencing farmers, 109:173; 114:175; 116:56-7

Vancouver port, effects, 117:81, 91-2, 116-44, 137-8, 172-3, 177-82; 117A:41-80

Volume, 31.1 million tonnes limit, 104:29-31, 42; 105:18-9, 25-37; 108:14, 19, 38-9, 42-3, 50, 118, 139-40; 109:8, 60, 64; 110:44, 62; 111:10-1, 29, 79, 91, 105, 123; 112:51-2; 113:13, 36-7, 58, 63, 132-4, 166-7, 171, 182-3 114:49, 52, 55, 125, 145, 161, 224; 115:9, 126, 188, 192; 116:51, 80, 91-2; 117:57; 119:118, 127, 133-4; 120:12-4, 49, 52; 123:97; 124:14; 126:18-9; 134:39; 138:28-32; 139:20; 142:30-4

Western farm leaders, position, 120:31-2

Wheat Board position, 113:75

Freight rates—Cont.**Crow's Nest Pass rates—Cont.**Revision, new rates, Feb. 1/83 announcement—*Cont.*

6% and 5% levels, 115:130, 135

See also Canadian Pacific Ltd.—Subsidiaries; Chemical and chemical products industry; Exports; Forest industry; Livestock; Mining industry; Railways, branch lines—Abandonments; Sulphur industry; Western Transportation Initiative

St. Lawrence, east coast ports, including, 110:24, 29-30

Saskatchewan government position, 113:31, 182

Subsidies, 90:54-6

Subsidy, transportation or agricultural, 111:126; 112:21; 114:8, 74, 80-3, 160; 115:8, 33, 47; 117:17, 31-2; 140:60, 70-1

Task force, establishing, 25:14-8

To Kill the Crow, J. Gallagher position, 106:44, 74, 77; 109:55-7, 71; 112:20; 113:51; 116:30; 119:58

Variable rates, 106:99-100; 108:45-9; 109:13, 44-5, 52-3, 61, 65, 76; 110:25; 111:15, 18, 91, 105, 123, 135; 112:12, 22, 29, 70; 113:15, 49, 54, 58, 60, 63, 86, 171, 192, 198; 114:21, 35, 39-40, 52, 113, 123-7, 145-9, 173, 177-8, 181, 212; 115:147, 150, 186-90; 116:48, 51, 58, 64-5, 69, 82, 93; 117:36, 56, 64; 119:35-6; 120:15, 96; 121:36-7; 128:65-8; 136:42-5, 48-50

Lower rates, appeals, National Transportation Act provisions, 136:61-5, 68-80

Lower rates, competitive, contiguous points, 136:50

Weekends, off-loading hours, 113:72-3, 184; 115:126-7; 120:24-5; 136:46-7

Wheat pools, position, 108:153; 109:10, 15-7, 37-8; 109A:1-31;

111:35-6; 112:60; 113:32, 69, 72, 116, 120, 126-7, 185;

114:112-4, 120, 169; 115:34, 65-6, 101-2; 116:16

Members, views, polling accuracy, 109:22-3, 26-7, 39-40, 117-9, 175-9, 183-5, 192-3, 199-200, 204-5

Minority report, 111:93-6; 114:136

Saskatchewan Pool, misrepresentation of members, 114:171-4, 182-7

Vested interests, 111:90-1

See also British Columbia Railway; Grain transportation; Manufacturing industry

Deregulation, 142:18

Minimum compensatory rates (MCR), *see* Canada

Review, 3:17-8; 16:11

Subsidies, 16:5, 9; 98:5

See also CN Rail; Feed grain and fodder; Flax; Flour; Halifax-Dartmouth; Malt; Natural resources; Potash industry;

Fried, Mr. Harley (National Farmers Union, Region 7, Alberta; Alberta Wheat Pool Sub-Committee 603; Farmer, Vegreville) Western Grain Transportation Bill (C-155), 109:42-4, 109

Fried, Ms. Jo-Anne (National Farmers Union, Region 7, Alberta, Vegreville) Western Grain Transportation Bill (C-155), 109:62-3, 68-9

Froese, Mr. Jake (Individual, Winkler, Man.) Western Grain Transportation Bill (C-155), 112:54-7, 61

Frosty, Mr. Steve (Farmer, Beausejour, Man.) Western Grain Transportation Bill (C-155), 112:5-7, 13-4

Fugère, Mr. J.M. (President, Pilgrim Airlines, New London, Conn. U.S.A.) Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 52:31-51

Fulton, Mr. Jim (NDP—Skeena) Ports Corporation Bill (C-92), 75:10, 19, 27-9 Transport Department estimates, 1980-1981, main, 3:10-5; 4:43-7 Transport Department estimates, 1982-1983, main, 56:19-23

- Fulton, Mr. Sheldon** (Consultant, Manitoba Farm Bureau)
Western Grain Transportation Bill (C-155), 110:45-63, 67-8, 75-6
- Funk, Mr. Ray** (Spruce Home Citizens)
Western Grain Transportation Bill (C-155), 115:185, 194-6, 202
- Gabriel, Mr. Pat** (National Farmers Union, Local 635)
Western Grain Transportation Bill (C-155), 113:106
- Gagnon, Que.,** *see* Airports
- Galbraith, J.K.,** *see* International Air Transport Association
- Gallagher, J.,** *see* Freight rates—Crow's Nest Pass rates—*To Kill the Crow*
- Galloway, Mr. Kenneth D.** (Deputy Chairman, Wheat Board Advisory Committee)
Western Grain Transportation Bill (C-155), 119:134
- Gamble, Mr. Harvey** (President, Olds & District Chamber of Commerce)
Western Grain Transportation Bill (C-155), 109:154-9, 162
- Gander, Nfld.,** international airport, revenues/expenditures, 25:23-7
- Garner, Mr. David** (Air Office, Ontario Transportation and Communications Ministry)
Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 51:74-9
- Garvey, Mr. Terry** (Chairman, Transportation Committee, Coal Association of Canada)
Western Grain Transportation Bill (C-155), 108:62, 66-8
- Gas, Arctic Pilot Project,** 14:24
- Gasoline,** *see* Flying schools; Oil and oil products
- Gass, Mr. Mel** (PC—Malpeque)
Canadian National Railways 1979 annual report, 21:63-6; 22:53-9
Transport Department estimates
1980-1981, main, 13:35
1980-1981, supplementary (C), 23:51-3
1981-1982, main, 25:28-32; 26:36-8; 28:5-11, 27-31; 30:28-32, 62, 72-6
1982-1983, main, 58:31-4
1982-1983, supplementary (B), 80:9-12, 37-9; 81:47-50; 86:12, 41-4
- Gaudreau, Mr. Jean-Maurice** (Deputy Director, Transport of Dangerous Goods, Transport Department)
Transport Department estimates, 1980-1981, supplementary (B), 17:20, 45, 61
- Gaulin, Mr. Mario** (President, Quebec Section, Canadian Feed Industry Association)
Western Grain Transportation Bill (C-155), 118:9, 58, 70
- Geddes, Mr. Earl** (Policy Director, Diploma Agriculture Graduates Association)
Western Grain Transportation Bill (C-155), 110:79-80, 83
- Gens de l'air,** *les,* *see* Air traffic controllers—Quebec
- George, Mr. Gerry** (Director General, Water Transportation Assistance, Transport Department)
Transport Department estimates, 1981-1982, main, 30:28-31
- Gibb report,** *see* Ports
- Gibbings, Mr. C.W.** (Individual, Westbank, B.C.)
References, 119:6; 127:18-20; 129:32, 38; 143:53
Western Grain Transportation Bill (C-155), 146A:11-5
- Gilmore, Mr. Bob** (Individual, Carrot River, Sask.)
Western Grain Transportation Bill (C-155), 116:80-2, 90-4
- Gilson, Dr. Clay** (Agricultural Economics Department, University of Manitoba, Winnipeg)
Western Grain Transportation Bill (C-155), 105:6-63
- Gilson task force,** *see* Freight rates—Crow's Nest Pass rates; Grain transportation—Hopper cars
- Gimaïel, Mr. Pierre** (L—Lac-St.-Jean)
Air Canada annual report, 1982, 95:58-61
Organization meeting in relation to Standing Orders 69(2) and 4)(a), 87:22-3
- Gimli, Man.,** *see* CN Rail
- Gingras, Mr. René** (L—Abitibi)
Transport Department estimates, 1982-1983, main, 65:41
- Giroux, Mr. R.Y.J.** (Administrator, Canadian Surface Transportation Administration, Transport Department)
Transport Department estimates
1980-1981
Main, 3:6-7, 37-8; 15:18-20, 39-40
Supplementary (B), 17:20-6, 32, 35-6, 50, 53-4, 57, 60, 64; 18:5-16, 19-20, 31-3, 38
Supplementary (C), 23:16-22, 34-9, 54-6, 62-3
1981-1982, main, 24:54-6, 59-63, 66-7; 25:19, 5-37; 30:11-7, 22-8, 31-8, 43-51, 57-84
1981-1982, supplementary (C), 38:8-10, 25-8, 40, 49-50, 61-3, 66, 85, 90-1
1982-1983, main, 57:15, 25; 61:4-5, 8-30, 33-5; 62:4-17, 20-32
- Godhe, Ms. Patricia** (Vice President, National Farmers Union, Local 638)
Western Grain Transportation Bill (C-155), 113:62-4
- Gold mining industry,** Amoco Ltd., Detour Lake development, 23:44
- Goodridge, Mr. Justice,** *see* CN Marine—*MV William Carson*
- Gorr, Mr. Jack** (Director, Prairie Farm Commodity Coalition)
Western Grain Transportation Bill (C-155), 115:24-6, 32, 46, 52
- Gourd, Robert** (L—Argenteuil-Papineau)
Air Canada annual report, 1982, 95:13, 18, 23, 35; 97:8, 11
Point of order, witnesses, 95:35
- Gourde, Mr. Gaston** (L—Lévis)
Points of order, bills, 132:101-2
Points of order, documents, 118:85
References, 124:12
Western Grain Transportation Bill (C-155), 113:200-2; 114:214-5; 115:110-1, 135-8; 117:76-7, 112; 118:64-7, 85; 123:72-3; 124:69; 125:15, 19-20, 71-3, 80-1, 84; 132:101-2; 138:28, 33
- Government**
Western representation, 114:90; 116:15; 140:31, 69-70
- Government information, confidential documents,** *see* Transport Commission
- Government regulatory agencies,** mandate, policy directives, 52:8, 11-4, 17-28; 53:12
- Gracey, Mr. Charles** (Manager, Canadian Cattlemen's Association)
Western Grain Transportation Bill (C-155), 105:69-70, 80, 84-7, 90
- Grain**
Acreage reduction, LIFT program, 113:183; 114:27, 53; 116:41
Cleaning facilities, 117:132-3
Definition, 124:30-41

Grain—Cont.

- "Export", definition, 123:91-6, 99-100; 142:37-9, 45
- Exports, 108:151; 109:98; 111:20, 153, 160; 115:12; 119:125; 124A:1
 - Developing countries, 112:10
 - National importance, balance of payments, etc., 112:9, 35; 113:99; 114:51, 173; 115:85-6; 116:6-7; 117:84; 119:100, 107; 133:15
 - Soviet Union, U.S. embargo, compensation to producers, 30:84-5; 38:29; 112:10
 - Soviet Union, 25 million tonne sale, 33:31
- Grading system, 117:140-2
- Income stabilization program, 116:41
- Price, 108:185; 109:111-2; 110:17, 32; 112:8-9; 113:112-3; 115:131; 116:50; 118:72-3
 - Consumer price index, linking, 113:101
 - Crop year 1982-1983, final payment withheld, 113:45, 58, 102, 199
 - Domestic/export division, 116:67
 - Production costs, comparison, 114:146
- Production, 114:7, 84; 115:29; 119:101-2
 - Costs, 113:102; 114:68; 115:141-5
 - National Farmers Union Local 611, 113:57-8
 - Saskatchewan, 115:85-7
 - Yield, increasing, 111:129-30; 114:54, 176; 115:12
- Revenues, 109:44
- Sales, lost, 105:40-1; 107:64; 109:132-3; 110:133
- Soft white spring wheat, production methods, exports, 108:150-3; 122:62-4, 86; 124:27, 32-3; 126:85
- Surplus, 113:184
- United States, PIK program, 108:152; 110:59; 114:10, 68
- See also* Feed grain and fodder

Grain Commission

- Chairman, term of office, 126:120-2, 137
- Role, 111:167-8, 174-5; 112:10

Grain elevators

- Closures, 105:114
- Consolidation, 110:125; 114:110, 133-4
- Country system, 110:87; 113:129; 114:110; 115:151
- Design, 108:148; 109:7
- Number, 111:169
- Off-line, 113:138
 - Valleyfield, Alta., 15:12-3; 16:45-6

Grain producers, *see* Freight rates**Grain Services Union**

- Membership, 115:148-9
- See also* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

Grain transportation

- Administrator
 - Accountability, 126:24-5
 - Deputy, 127:25-7
 - Location, 121:86
 - Marketing role, 122:25-6
 - Ministerial direction, mandate, conflict, 129:22-4
 - Policy changes, Senior Grain Transportation Committee referral, 130:7-13
 - Powers, 111:34; 113:12-4, 27; 114:22, 132-3; 118:15; 119:130, 133; 121:67-71, 74-9, 81-4, 89-91; 122:33-6, 46-7; 124:85-93; 128:54-6, 79-81
 - Selection, Wheat Board membership proposing, 127:17-24
 - Staff, 121:84-7; 127:27-30, 44; 128:13, 99-100
 - Status, 122:40-2; 127:13-4
 - "Agency", 126:124-7; 127:24-5

Grain transportation—Cont.**Administrator—Cont.**

- Studies, initiating, 127:41-2; 128:11-2
- Studies, reports, making public, 128:82-6
- Term of office, 126:118-24, 127-8; 135:40; 127:5, 14-7
- Agencies/organizations, jurisdiction, 111:170-2
- Agencies, proliferation, 123:46-9
- Alberta government role, 108:36-8, 54-5
- Ancillary charges, 136:17-8, 31, 80-7; 137:10-1, 17-9
- Block shipping, 119:104-5; 127:37-41
- Booz-Allen study, 111:152
- Box car rehabilitation program, 30:67
- Bracken formula, innovation fleet, etc., 108:150; 128:113, 116
- CN Rail, 22:83-4
 - Percentage of total operations, 106:55-6, 60
- CP Rail, Calgary-Vancouver route, bonus payment, 113:15, 27-8
- CP Rail operations, map, requesting, 106:93-4
- Competition, 110:110-2; 114:222-32; 114A:1-6; 115:31, 38; 117:49; 119:40, 59-61; 121:38; 125:102-4; 128:71; 140:70
- See also* Freight rates—Crow's Nest Pass rates, Variable rates
- Conditions of carriage, 136:26-31
- Continental gathering system, 112:71-2; 113:86
- Co-operation, 119:40
- Costing methodology
 - Banks, R.L., study, Snavelly comparison, 119:51-3; 121:5-40; 135:11, 16, 43-4
 - Branch line depreciation, relationship, 135:11-7
 - Government position, 121:10-1, 15; 135:41-4
 - Snavelly formula, explication, 119:7-21, 26-35, 46-54
 - Terms, definitions, 122:75-6
- The Question of Appropriate Grain Contribution to the Coverage of Constant Costs*, report, 121:24, 39
- Tonne-mile vs train-mile, 119:57-9; 134:18-9
- Transport Commission formula, 119:13, 16; 133:19
- Travacon study, Snavelly comparison, 120:59-111; 121:34-5, 91; 126:32-3; 135:11, 43
- United States comparison, 119:19-20, 23
- Costs
 - Establishing, *see* Railways—Costing methodology
 - Increases, 141:27-9
 - Inflationary, holding down, producer/railways responsibility, 107:30-5; 108:27-8, 93-4; 110:107-8; 111:9-11; 112:30, 40, 51; 114:228-9; 115:53-4; 116:82, 92-3; 118:17; 120:26; 139:15-6
 - Producer, 108:75
- Delays, turnaround time, 105:102-3, 124; 108:51; 109:33; 110:93-4; 112:77; 117:42, 100, 140-4; 119:103-4
- Demurrage, 105:103; 106:16; 107:14-5; 111A:128-46; 115:193; 117:123-4; 130:21-2; 136:29, 47
 - Pellets, screenings, 111:67-87, 177; 111A:128-46
- Elevator companies, penalties/rewards, 105:56-7; 107:18
- Equipment purchases, Crow's Nest Pass freight rates, affecting, 29:30; 30:15-7, 98:5
- Expenditures, \$340 million Grain Transportation Directorate program, 29:34-5; 30:49-50, 84
- Fuel costs, 23:63-4
- Hall (Emmett) commission, background, 114:7
- Hall (Emmett) report recommendations, 109:92-3; 110:21-3; 113:138-9; 115:98; 116:49-50; 117:59
- Handling charges, elevator/terminal tariffs, 109:34, 39-40, 188-91, 202-3; 110:91-2; 111:135-6, 169-70, 179; 112:32, 37-8; 113:25, 139; 115:12-4, 22, 28, 131, 193; 116:11; 119:24-5; 120:77
- Dockage, screenings, 114:14-5, 37, 127-8, 159; 117:133-4
- Hopper cars
 - Administration and control, Wheat Board powers, effects, 132:30-46, 62
 - Allocation, complaints, Privy Council referral, 104:24, 27

Grain transportation—Cont.

- Hopper cars—*Cont.*
 - Allocation, jurisdiction, 113:13-4; 122:56-9; 123:43-4; 128:15-38, 41-53; 132:11-29
 - Background, 132:36-7
 - CN Rail purchases, 21:99-100; 98:5-6, 30-1; 105:102
 - Federal-provincial agreements, documents, requesting, 81:66
 - Fleet size, 111:160-1
 - Gilson recommendations, 81:20
 - Government purchases, 110:138
 - Increasing, leasing, purchasing, 4:37-8; 23:14, 19, 34-7; 24:54-7; 29:9-10; 30:46; 93:5-6; 104:27; 106:20-1, 69; 107:22-3; 114:18
 - Lost in U.S., 115:197
 - Manufacturing contracts, 106:40-2
 - Producer cars, 111:177-80; 112:37; 113:35-6; 115:43-5, 190-3; 117:75; 119:107-8, 125; 122:43-4
 - Railways, jurisdiction, 119:30-1
 - Safety, 115:151
 - United States cars, 126:22
 - Wheat Board acquisitions, 30:49
 - See also* Churchill, Man., port
- Hours of operation, 5/7-day week, 106:15, 96-7
- Inland terminals, Weyburn, 114:34-5, 38; 115:147, 187
- Iron ore shipments, affecting, 13:7-9; 109:126
- Monitoring, 111:162-3, 166-7
- Monopolies, 111:35-6
- "Movement", definition, 122:71-4, 83-6; 124:45; 136:25
- North-south movement Wheat Board powers eroding, 113:69-70, 81; 114:38; 115:198-9; 116:88-9
- Other commodities, comparison, CTC waybill analysis, 107:11
- Percentage of total freight, 114:13, 48; 115:125
- Performance guarantees, awards/sanctions, national scheme, exceptions, etc., 121:78-80; 128:101-7, 111-35; 129:12-22; 130:13-35; 141:26-7
- Reports, publication, 129:8-12
- Policy, *ad hoc* decisions, 105:22-3; 107:79; 108:36-8, 41
- "Port in British Columbia", definition, 124:79; 135:61-2; 142:39-44
- Producer costs, 114:75-7; 117:66-7
- Producers, rewards, "Hero of the Transportation Revolution" medal, 104:19
- Productivity, gains, 106:25
- Railways
 - Constant costs, 105:19-20; 106:21-3, 59-60, 69-71, 104-6; 107:58-9; 110:28; 110A:131-88; 113:194; 130:37-41; 133:18-20; 140:61-2
 - Review, CTC, 135:35-45; 141:24-6
 - See also above* Costing methodology
- Cost of capital, CTC, Gilson, Snavely studies, etc., 106:9-12, 23-4, 31, 37-9, 49, 61-8, 86-7; 107:33; 109:70-2; 110:13-9, 26-8, 64; 111:51, 63; 112:22; 114:33; 116:30; 117:81; 135:17-36, 45; 143:34-9
- Costing information, confidentiality, 133:47-8
- Investment
 - Amount, specifying, jobs, guaranteeing, 131:62-3, 74-7
 - Canadian purchases, goods, services, 131:58-61
 - Confidentiality, 131:63-74
 - See also* Freight rates—Crow's Nest Pass rates
- Joint line movement, switching charges, 137:8-28, 40
- Joint running rights, 114:124
- Losses, Snavely figures, questioning, 112:64-6; 113:17-8, 25-7, 33-5, 43-8, 51, 63, 66-7, 90-2, 113-5, 177-9; 114:20, 30, 62-3, 135-6, 140, 226-7; 115:117; 116:7, 18-20, 48-9, 73-4, 87; 117:57; 118:62-3; 120A:1-45; 133:18-9
- See also above* Costing methodology
- Reciprocal arrangements, 128:59-78; 137:44-8

Grain transportation—Cont.

- Railways—*Cont.*
 - Return on investment, 20% guaranteed, 112:9, 43; 113:15, 29, 102, 113, 141, 193-4; 114:47-51, 56, 147, 151, 227; 116:12; 117:107-10; 119:24-7; 133:17
 - Revenues/losses, 109:55-6; 111:114; 115:90-1
 - Variable costs, volume related, 135:9, 47-50, 59-60
- Rolling stock, supply, adequate provision, 132:47
- "Shipper", definition, Kiist decision, etc., 127:31-6; 128:30-8, 42-50, 97-9, 124-5; 136:32-6; 143:19, 23-7
- Shipping, Wheat Board policy, 18:27-8
- Shipping, winter storage, 14:25
- Storage, 115:27-8, 42-3; 116:92-3
- Subsidies
 - Adequacy, 106:13-4, 20, 64-9
 - Formula, etc., 93:8-9, 27-30, 33-43; 107:49-50
 - Other countries, comparison, 105:135; 107:70-2; 109:78-80, 95; 110:13, 18-9; 112:10, 23; 113:98, 141-3, 148, 169; 114:9-11, 175, 239; 115:112, 124-5, 134-5, 185; 117:8, 84; 118:73-5; 119:100, 105-7, 112-3; 119:127
 - Removing, 108:104-5, 114-6; 109:95-8; 110:106-7, 113
- Subsidies/losses, 21:8-10, 24; 106:28, 39-40
- System
 - Breaking point, 119:44-5
 - Capacity/efficiency/reliability, improving, 29:6; 33:39; 106:25; 108:175; 110:110, 121-2, 128-9; 111:28-9; 114:19-20, 32-6, 74, 77-80, 85, 118-9, 137, 144-5; 115:124, 158-9; 116:46-7; 117:42-3, 52-3; 119:22, 39-40, 54-7; 120:23-4; 122:96-7; 128:39-40, 80-1
 - Prince Rupert, Roberts Bank area, 116:34-5, 44
 - Rationalizing, 111:135; 114:50, 133; 116:72-3, 93; 119:36-8, 104
 - "System participant", definition, 122:27, 38-9; 124:85-94; 126:99; 128:101, 118-20, 124-5
 - "System participant", specifying, 124:97-102
 - Thunder Bay, 14:28-31; 23:21-2; 25:59; 111:181; 138:19-20; 140:34-5
- Truck-elevator-rail integration, 111:13
- Trucking operations, 105:36-7, 98-127; 105A:12-24; 106:51, 79-80, 90-1; 107:17-9, 79, 84-92, 104-5; 109:61, 101, 201; 110:25, 43, 87, 107, 115-27; 111:106, 127-8, 142-8, 159; 112:50; 115:38, 165-6; 116:24, 89-93; 118:35-6; 136:34; 139:25
- Branch lines, effects, 128:88-96
- Lethbridge, Alta. experiment, 105:102-3, 106; 106:27-8; 109:20-1; 110:122-3
- Studies, 110:36
- See also* Highways and roads—Damage
- United States, comparison, 108:21-2, 152; 111:169; 112:29; 113:114, 121, 125-6, 134, 189; 114:9-10, 28-9, 43-4; 114:127, 175; 116:77-8, 93-4; 117:84; 119:54-5; 125:100-2
- United States ports, diverting to, 110:90-1; 111:176-7, 184-8; 113:83, 103-5; 134:20-9; 142:40-4
- Volume, 106:14
 - Calculating, freight car miles vs train miles, 110:31
 - Volume moved in previous crop year, final adjustment, publishing, 135:50-8
- Weekend loading, 115:152-7, 163; 117:53
- Westburn report, 25:55-7
- Wheat Board, importance, 114:212-3
- Wheat pools, role, 109:24-5
- See also* Churchill, Man.; Saint John—Port; St. Lawrence Seaway; Senior Grain Transportation Committee

Grain Transportation Authority

- Ballast cars experiment, funding, 16:23-4
- Car allocation powers, 111:153-6, 162-4
- Coordinator, appointing, 24:66; 33:31-2; 38:25-6; 81:45
- Role, 111:151-3; 119:111-2, 117, 125-6
- Rolling stock replacement program, study, 30:15-7, 25-6

- Grain Transportation Authority—Cont.**
 Staff, 111:157
 Status, Anthony Burgess reviewing, 38:25-8; 57:14-5; 62:13-4; 119:45
See also Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Grammetbauer, Mr. Henry** (Provisions Manager, Fletcher's Limited)
 Western Grain Transportation Bill (C-155), 117:145-52
- Grand Manan, N.B.**, *see* Airports
- Grand Trunk Western Railway**, 119:63-4
- Grange, Justice Samuel**, reports, recommendations, etc., *see* Hazardous products—Legislation, Amendments; Mississauga, Ont.; Railways—Safety standards
- Granholm, Mr. Ron** (President, Johnston Terminals, Employers' Council of British Columbia)
 Western Grain Transportation Bill (C-155), 117:50-1
- Gratwick, Mr. John** (Vice President, Corporate Affairs, Canadian National Railways)
 Canadian National Railways 1979 annual report, 22:20
- Grauer, Carl**, *see* Vancouver—International airport
- Gray, Mr. Ian A.** (President and Chief Executive Officer, CP Air)
 Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 45:4-51
- Gray, Mr. John T.** (Vice President, Transport Commission)
 Transport Department estimates, 1983-1984, main, 90:10-2, 16-37, 40-53
- Gray, Mr. R.L.** (Director, Standards and Development Branch, Railway Transport Committee, Transport Commission)
 Transport Department estimates
 1980-1981, supplementary (B), 16:24-6
 1981-1982, supplementary (C), 37:86-7
 1983-1984, main, 90:32
- Great Lakes**
 Shipping industry, 13:7-9, 24-7; 56:16
 Shipping season, 84:5
See also Icebreaking
- Great Lakes Airlines**, Toronto-Ottawa route, Air Canada intervention, 20:54, 86-8
- Green, Mr. J.H.** (Director, Safety and Services Branch, Railway Transport Committee, Transport Commission)
 Transport Department estimates, 1980-1981, supplementary (B), 16:19, 23-4; 17:43-4, 50-1, 62
 Transport Department estimates, 1981-1982, supplementary (C), 37:89
- Gros Cacouna, Que.**, port development, dredging, etc., 14:23-4, 31-2; 84:22
- Guinness Peat Aviation Co.**, *see* Air Canada—Investments
- Gustafson, Mr. Len** (PC—Assiniboia)
 Western Grain Transportation Bill (C-155), 104:39-42; 113:140-2; 114:38, 88, 216-7; 115:81-2, 111-2, 171-3; 132:11-4, 25-6, 35; 136:13-4; 137:16-7; 138:42-3; 139:9, 14; 140:39-40, 44-5; 143:43-4
- Hackston, Mr. D.C.** (Executive Director, Traffic and Tariffs, Transport Commission)
 Western Grain Transportation Bill (C-155), 107:61; 124:95-6; 128:63-4, 68-70; 135:61-2; 136:29-30, 37-8; 137:10-7, 21, 28-39, 45-7, 62-3; 143:33-4
- Hadland, Mr. Randal** (Individual, Cecil Lake, B.C.)
 Western Grain Transportation Bill (C-155), 146A:16-8
- Hagen, Ms. Eva** (Individual, Glenbush, Sask.)
 Western Grain Transportation Bill (C-155), 116:52-3; 144A:85-6
- Haider, Ms. Edna** (Individual, Saskatoon, Sask.)
 Western Grain Transportation Bill (C-155), 144A:42
- Halifax-Dartmouth**
 Fairview Cove container pier, Ceres Stevedoring Company Limited/Halterm, tenders, 13:21-3, 39-40; 14:26-8; 15:21, 43; 28:24-5; 59:16; 77:27
 International airport, ATIS equipment, 31:11
 International airport, runway shutdown, 97:13
 Port
 CP Rail rights, allowing, 98:34
 Debts, 28:24-5; 72:6-7; 77:27-8; 78:35
 Development, terminal two, 15:6
 Financial self-sufficiency, 28:23-4
 Freight rates, 24:19; 98:32-5
 Local port corporation application, 92:29
 Traffic decline, 28:21-2
 Turnaround times, 28:14-5
 Wharfage charges, 23:13-4
 Port Authority, 13:20-1
See also CN Marine Inc.—Transfers; CP Air—Toronto; Dart Containerline Co. Ltd.; Fishing gear; Municipalities—Workshop
- Halifax Industries Limited**, Canadian National Railways investment, 68:70
- Hall, Mr. E.M.** (Co-ordinator and Spokesman, Crow Coalition)
 Western Grain Transportation Bill (C-155), 114:7-44
- Hall (Emmett) report**, *see* Freight rates—Crow's Nest Pass rates—Retention; Grain transportation; Malt; Railways—Branch lines
- Hall (Noel) report**, *see* Canadian National Railways—Pension funds
- Halterm**
 Canadian National Railways investment, 68:70; 78:42-3
See also Dart Containerline Co. Ltd.; Halifax-Dartmouth—Fairview Cove
- Hamblin, Mr. Gordon** (President, National Farmers Union, Local 625)
 Western Grain Transportation Bill (C-155), 113:86-91, 106
- Hamel, Mr. Alfred** (President and Chief Executive Officer, Québecair)
 Air transport *Proposed domestic air carrier policy* (unit toll services) August 1981, 43:4-24
- Hamilton, Mount Hope airport**
 Noise effects, compensation, 56:27-31
 Nordair operations, 33:19; 42:102-4; 58:29-31; 64:24-5; 66:29-31
- Hamilton-Wentworth constituency**, *see* Railways—Fences
- Hamilton-Wentworth Regional Municipality**, *see* Organizations/individuals appearing and briefs submitted—Railway Bill (fences)

- Hammer, Mr. Garnet** (Chairman Agricultural Section, Olds & District Chamber of Commerce)
Western Grain Transportation Bill (C-155), 109:156-7, 160-1
- Handel Wheat Pool Committee**, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Hango, Mr. Ron** (Secretary, Handel Wheat Pool Committee)
Western Grain Transportation Bill (C-155), 114:149-50, 159
- Hanley, Mr. Garvin** (President, Flax Growers Western Canada)
Western Grain Transportation Bill (C-155), 115:16-8, 35-6, 56-7
- Hanna, Mr. Garnett** (Individual, Meyronne, Sask.)
Western Grain Transportation Bill (C-155), 116:50-1; 144A:87-9
- Hanterman, Mr. John** (President, National Farmers Union, Local 628)
Western Grain Transportation Bill (C-155), 113:47-9
- Harbour Commission**, *see* Fraser River; Ports Corporation—Local port corporations—Status
- Harbours Board**
Centre d'hébergement Joseph, relocation costs, 13:11
Decentralization, 13:21, 35; 15:24-5
Expenditures, 59:15-6
Profits, 78:21, 36-8
Wharfage charges, 28A:3-6
See also Montreal—Port; Organizations/individuals appearing and briefs submitted—Transport Department estimates; Ports Corporation—Staff; Prince Rupert—Ridley Island
- Harbours, wharves and breakwaters**
Administration, 26:31
Baie Comeau, Que., wharf repairs, 17:40-1
Bella Coola, B.C., wharf, 84:15-6
Belledune/Dalhousie, N.B., development, 3:38-40; 4:55-6; 14:5-9; 24:44-5; 25:59; 85:17-9; 88:37-8
Carleton-Charlotte, N.B. improvement, 98:47
Chatham, N.B., wharf repairs, 17:41-2; 98:48
Chemainus, B.C., vandalism, etc., 60:6-7
Fishing and recreational harbours, repairs, 26:38
Pointe-au-Pic, Portneuf, Saint Augustine, Sainte-Petronelle, 84:21-2
Quebec, interdepartmental jurisdiction, 33:26-9
See also Fishing and Recreational Harbours Act; Fraser River Harbour Commission
- Harcourt, His Worship Mayor Mike** (Mayor of Vancouver, Committee of Mayors of British Columbia)
References, *see* Ports Corporation—Local port corporations; Vancouver—Port
Western Grain Transportation Bill (C-155), 117:169-75, 178-82
- Hard going**, *see* Transportation—Policy
- Hargrave, Mr. Bert** (PC—Medicine Hat)
Canadian National Railways 1979 annual report, 21:111-5; 22:64-8
Points of order
Agenda and procedure subcommittee reports, eighteenth, amdt. (Mr. Benjamin), 120:113
Bills, 129:52
Meetings, 137:52-3
Witnesses, 108:69-70
Railways Bill (fences—C-227), 35:38-40
Western Grain Transportation Bill (C-155), 104:33-5, 39; 105:52-5, 68-72; 106:47-8; 108:8, 31-3, 69-70, 75-8, 107-9, 116, 150-1, 189-192; 109:32-3, 112-4, 162, 166, 180-2, 200-1, 204; 110:75; 111:41-3, 86-7; 112:18-9, 38-9, 76-8; 113:39-40, 139-40, 191-2, 210-1; 114:40-1, 97-8, 161-2; 115:54-5, 79-81, 119-21, 143-4;
- Hargrave, Mr. Bert—Cont.**
Western Grain Transportation Bill (C-155)—*Cont.*
116:23-4; 117:62-3, 114-5; 118:8, 26-8, 42-5, 59-61, 81-2; 119:88-93, 128-30; 120:43-6, 100-1, 113; 121:65; 122:62-4, 86; 124:32-3, 52, 61, 73, 97; 125:71, 74-6, 80, 112-3; 126:75-80, 84-5, 138-9; 128:93-4; 129:52-3; 131:12; 136:20; 138:37-8; 139:17; 140:60; 143:41, 53-4
- Hariton, Mr. G.** (Executive Director, Research Branch, Transport Commission)
Transport Department estimates, 1983-1984, main, 90:50-2
- Harper, Mr. R.S.** (Executive Secretary of the Saskatchewan Conference, United Church of Canada—Saskatchewan Conference)
Western Grain Transportation Bill (C-155), 114:188-92, 199-203, 208; 144A:93-4
- Harquail, Mr. Maurice** (L—Restigouche; Parliamentary Secretary to Minister of Regional Economic Expansion)
Air Canada annual reports 20:33-7; 66:11-6, 42-4
Canadian National Railways annual reports, 1979, 21:26-32; 22:6, 29-34
Canadian National Railways annual reports, 1980 and 1981, 67:7, 17-8, 21-3, 26-8; 68:17-8
Organization meeting in relation to Standing Orders 69(2) and (4)(a), 87:12, 16-23
Points of order
Bills, 11:90-3
Language, 14:9-10
Meetings, 68:17-8
Votes, 11:90-3
Transport Department estimates
1980-1981, main, 3:38-40; 4:29, 53-6; 14:5-10
1980-1981, supplementary (B), 19:68-74, 78-80
1981-1982, main, 24:43-9; 25:59-63; 33:40
1981-1982, main, M. (Mr. Anguish), 33:40
1982-1983, supplementary (B), 81:30-4; 82:16-20; 85:15-9
1983-1984, main, 88:22, 36-42; 94:11-6
Transportation of Dangerous Goods Bill (C-18), 1:18-9; 11:90-3
Western Grain Transportation Bill (C-155), 120:96-7
- Harrison, Mrs. Darlene** (Women's District Director, National Farmers Union, District 1, Region 6)
Western Grain Transportation Bill (C-155), 113:91-4, 106
- Havre-Saint-Pierre, Que.**, *see* Airports
- Hawker Siddeley Canada Limited** (Toronto), labour problems, 29:10
- Hawkins, Mr. Kerry L.** (President, Cargill Limited)
Western Grain Transportation Bill (C-155), 110:85-96
- Hay, Mr. J.M.** (Chairman, CCPA Board of Directors, Canadian Chemical Producers' Association, Chairman, Dow Chemical Canada Inc.)
Western Grain Transportation Bill (C-155), 108:155-6, 159-74
- Hazardous products**, transportation
Accident investigation
Report, Minister's right to withhold, 12:43-7
See also Railways; Transport Commission
Accidents
Examples, 7:81
Pan American World Airways, Boston, 2:13, 30-1
Red Deer constituency, Alta., incident, 2:12, 28-9
Reporting, 9:6, 25
Thunder Bay, Ont., 1978, sulphuric acid spill, 1:29-30; 7:97-8; 22:92-3

Hazardous products, transportation—Cont.

- Accidents—*Cont.*
 - Winnipeg, methanol tank car spill, 1:27; 9:25
 - See also* Macgregor, Man.; Mississauga, Ont.
- Advisory councils, 6:27-8; 10:8
- Canadian Agricultural Chemicals Association, correspondence, 89:35-6
- Chemical composition, disclosure, confidentiality, etc., 6:9, 16-24, 29-35; 8:10; 9:7; 10:8-10
- Emergency 24-hour information service, 6:20-4
- Classification, 7:13, 99-102; 8:5-6, 25-6
- Dangerous Goods Newsletter*, Transport Department publishing, 10:8
- Dynamite, 7:99
- Education of industry, 6:13, 30-1; 10:24-5
- Emergency authority, 2:28-30, 33-4
- Transport Commission role, 2:30
- Emergency measures organization, 9:7, 22
- Emergency response manual, layman's terms, requesting, 90:47-8
- Emergency 24-hour information services, 1:27; 8:22-4; 9:21-2, 36-7, 41; 10:20; 16:22-3, 37-8
- Canutec, 8:24
- Transportation Emergency Assistance Plan (TEAP), 8:23; 9:36
- See also* Oil and oil products—Refineries
- "Environment", definition, 8:7; 12:50-1
- Environmental danger, potential, Minister investigation, 12:41-3
- Equipment quality, 1:23, 36-7; 11:32
- Firefighters, dangers, training, 6:32-4; 7:48-51; 9:36-7; 9A:17-27; 10:24; 12:22-3; 16:21-2
- "Handling", "transport", "offer for transport", definitions, pre-transportation stage, in-plant movement, minor spills provision, etc., 6:5-6, 10-6, 24-9; 7:41-2; 8:6-7, 13-21; 9:43-6; 10:8-11, 16-7, 32-3; 11:19-28, 37-41, 48-9, 55; 12:18-9, 24-8
- Hazards Information and Emergency Response Form*, 1:31
- In-plant movement, *see above* "Handling"
- Inspection, 2:18; 7:52-4
- Border crossing points, 9:7, 13-4
- Federal-provincial-municipal co-ordination, 1:13, 20-2, 24-7, 34-5; 6:26-7; 7:108; 10:19, 32; 12:21-3
- Powers, 6:8, 11; 8:8, 16-7, 25; 9:5, 27; 10:8-10, 17-8, 33; 11:32; 12:48
- Civil authorities, co-operation, 9:6, 13, 25; 12:21-3
- Delegating, fire marshalls/commissioners, police, role, 9:6, 13, 27, 30, 33, 36, 39, 42-4, 47; 12:21-3
- "Reasonable" request, 11:96-104
- RCMP role, 6:14
- Seizure of goods, etc., receipt, issuing, 11:75-6
- Shortage, recruitment, training, etc., 1:25-6; 2:36-40; 10:30-2; 11:31; 38:63
- See also* Railways—Safety standards; Shipping and *see also below* Offences and penalties
- Labelling, placarding, etc., 6:18; 7:61-2, 84; 9:22, 32, 35-6; 10:9; 30:79
- See also* Railways; Trucking industry
- Legislation, 1A:1-8; 5A:1-30; 6A:1-14; 7A:1-2, 11-25
- Amendments, substantive, Grange recommendations, 10:4-11, 26-8
- Atomic Energy Control Act, relationship, 2:36; 7A:3-10
- Atomic Energy Control Board, Transport Department, co-operation, memorandum of agreement, etc., 2:36; 7:41-2
- Drafting
 - English/French versions, new system, 10:29-30; 11:29-31
 - See also below* "Safety mark"
- Enforcement, 7:39; 11:53-4; 12:50-1
- Information disclosure, publication, etc., 12:53-6
- Environmental programs, 10:7; 12:28-9, 59-61
- Exemption provisions, rare emergencies, etc., 11:34-7

Hazardous products, transportation—Cont.

- Legislation—*Cont.*
 - Expediting, 11:105-7
 - Implementing, costs, etc., 1:20; 10:8, 19-20, 30
 - Interim measures, 10:37-8
 - Limitations, effectiveness, 1:35-8; 6:9-10; 7:6-9, 15-7, 52-3, 58-60, 68-9; 8:5; 9:25-7, 30-1, 35, 38-42; 10:9-15; 12:18-9
 - Motor Transport Administrators Conference, role, 1:21; 11:26
 - Objectives, 1:12-5, 20, 32-3; 7:54
 - Ontario, 17:61-3
 - Ontario Occupational Health and Safety Act, overlap, 6:6-8, 14-6, 23, 29-30; 8:6, 13-5; 10:17; 11:28
 - Pepin, Hon. Jean-Luc, brief, 1A:1-16
 - Police chiefs, position, 9A:1-7
 - Priority, 4:6-7
 - Provinces opting out, 6:14-6; 11:26
 - Provinces, role, 10:16-7; 12:21-3
 - Provincial jurisdiction, overlap, 9:4, 26-7
 - Rail and road modes, concentration, 5:18-9
 - Scope excessive, 6:5-7, 14-5; 8:5
 - Transport Department position, 5:7; 10:19
 - See also* Containers, safety; Ferry service; Railways—Private companies; Transportation of Dangerous Goods Bill
- Liability insurance, 24:35-7; 29:37
- See also* CN Rail; Spills
- Municipal authority, 2:36-7
- See also above* Inspection—Federal-provincial
- Offences, penalties, 2:37-8; 8:8, 24-5; 10:8-10
- Appeals and review, 6:8, 12-3, 16, 23, 29-30; 8:8-10, 16-7; 10:10, 17-9
- Each day a separate offence, 11:51-64
- Imprisonment provisions, deletion, 6:8
- Loss of life, increasing penalty, 9:5, 10
- Officers of corporation, etc., 11:98-90
- Spills, liability without right of defence, 6:8, 31
- Statutory defence, 9:5; 10:8-10; 11:87
- Ticket offences, 6:7-8; 9:5; 11:64-6
- "Packaging", definition, 8:6-7, 13-6, 19-21; 9:33-4; 12:27-8
- Plastics, 9:44
- Pre-transportation stage, *see above* "Handling"
- "Registered", definition, 9:5
- Regulations, 1:13-4, 22-3, 32; 7:53; 8:9; 9:32-4; 10:8, 15-7, 23-4; 12:58; 90:47-8
- "Safety mark", definition, 8:7, 14-5, 18; 11:50
- Drafting, English/French versions, differences, 8:7, 18, 22; 10:36; 11:30
- "Safety procedures", definition, 10:7; 11:50
- "Safety standards", definition, 7:6-7; 10:7
- "Shipping documents", way-bills, computerized 24-hour information service, 9:4-5, 8-9, 22
- Spills, clean-up costs, reimbursement, 8:5, 9, 18; 10:8-10, 33-4, 38-9; 12:30-4
- Financial responsibility, proving, 5:5-9, 20; 12:39-40
- Liability
 - "Absolute liability", 11:67-75, 83-6
 - Compensation fund, establishing, 10:34-5; 11:13-7; 12:31
 - Employee protection, 11:67-9, 73, 88
- Reporting, 8:9, 26; 12:24-8
- Time limit, 12:34-8
- Trade secrets, protecting, *see above* Chemical composition, disclosure
- "Transport", defining, 11:26-7
- Transport Department *Code*, 8:11-2
- See also* CP Rail—Tank cars; Containers—Legislation—Structural requirements; Municipalities; Radioactive material; Railways; Shipping; Transport Commission; Transport Department

- Heads, Dr. J.** (Executive Director, RTC, Transport Commission)
Transport Department estimates
1981-1982, supplementary (C), 37:61-103
1982-1983, main, 65:7-16, 24-30, 41-2, 46-8
1983-1984, main, 90:16-7, 24-8, 36-7, 44, 53-7
Western Grain Transportation Bill (C-155), 107:24, 43-4, 60-1;
122:79, 86; 123:58-9, 62-4, 67-71; 128:109-11; 131:59-60;
133:33, 47; 134:19, 30; 135:11-7, 20-5, 52, 59-61; 137:8-10, 27-9,
32, 35-7, 40-1, 45; 138:22, 31
- Health and Welfare Department**, *see* Radioactive material—Radiation levels
- Heckson, Mrs. Alice** (Individual, Peace River, Alta.)
Western Grain Transportation Bill (C-155), 146A:19-20
- Hees, Hon. George** (PC—Northumberland)
Transport Department estimates, 1981-1982, main, 32:20-7
- Hehn, Mr. Lorne** (President, United Grain Growers Limited)
Western Grain Transportation Bill (C-155), 111:7-46
- Helicopters**, *see* Air safety; Montreal—Port; Search and rescue
- Hell's Gate, B.C.**, mudslides, 114:14
- Hemingway, Ms. Ann** (Vice President of the Federal New Democratic Party; Trustee, Spirit River School Division 47)
Western Grain Transportation Bill (C-155), 109:78-81, 90-3, 140-6, 153
- Henderson, Mrs. Darlene** (Women's President, National Farmers Union, Region 5)
Western Grain Transportation Bill (C-155) 111:120-2, 126-31, 136
- Henderson, Mr. Ken** (Director General, Railway Transportation, Transport Department)
Transport Department estimates
1981-1982, main, 29:10-1, 26, 30-2; 30:18-22, 27-8, 33-6, 39-41, 48-9, 62-3, 68-9, 73-6
1981-1982, supplementary (C), 38:50-3
1982-1983, main, 62:17-9, 28-30
- Herbert, General Herbie** (Administrator, Technical and Safety, Canadian Airline Pilots Association)
Transport Department estimates, 1981-1982, main, 31:40
- Herbicides**, Cobex, banning, 38:63-4
- Hesge, Mr. Arthur** (Spokesman, External Relations Committee, Canadian Alfalfa Dehydrating Industry)
Western Grain Transportation Bill (C-155), 113:206-12, 216-8
- Hibbard, Mr. A.G.** (Senior Engineering Consultant, Transport Commission)
Transport Department estimates, 1982-1983, main, 65:35
- Hibbeln, Mr. Carl** (Vice President, Transportation Noranda Sales Corporation Limited, Canadian Export Association)
Western Grain Transportation Bill (C-155), 107:77
- Hickman inquiry**, *see* Ocean Ranger
- Hicks, Mr. Darl E.** (National Farmers Union, Marquis Sask.)
Western Grain Transportation Bill (C-155), 116:14-5; 144A:95-7
- Hickson, Ms. Alice** (National Farmers Union, Region 7, Alta.; Farmer, Debolt)
Western Grain Transportation Bill (C-155), 109:53-4
- Hiedt, Mr. Donald** (Individual, Meath Park, Sask.)
Western Grain Transportation Bill (C-155), 144A:90-2
- High Park, Ont.**, *see* CP Rail—Accidents
- Highways and roads**
Damage, trucking increase, 110:25; 113:17, 23, 55, 93
Iowa state study, etc., 105:109-12, 118-21, 125; 110:113-4, 124
Municipalities, maintenance costs, 112:73; 113:108, 118-20, 127-30, 135-8; 114:146-9, 181; 115:51, 108-9; 116:29, 62-3, 72, 91
The Impact of Increased Grain Movement on Rural Roads, 113:110-1
Safety, *see* Automotive and highway safety
Strengthening/improvement, federal-provincial agreements
Atlantic provinces, 25:30-2; 81:49-50
New Brunswick, 24:47-9; 25:62-3; 29:8-9; 81:31-5; 85:19; 88:38-40
Newfoundland, 25:68-9; 38:6-7; 98:49-51
Regional Economic Expansion Department responsibilities transferring to Transport Department, 81:27, 30-1
See also Vancouver—Port, Taxes; Yellowhead
- Hijackings**, extradition/prosecution, 31:48-9
- Hinkley, Mr. Brian** (Alderman, Ward 3, City of Hamilton, Hamilton-Wentworth Regional Municipality)
Railway Bill (fences—C-227), 34:10-8, 21-6
- Historic sites and monuments**, *see* CP Rail—West Toronto
- Hlady, Mr. Garry** (Vice President, Canadian Agricultural Movement)
Western Grain Transportation Bill (C-155), 112:12-3
- Hnatyshyn, Hon. Ray** (PC—Saskatoon West)
Transport Department estimates, 1982-1983, supplementary (B), 81:27-30
Western Grain Transportation Bill (C-155), 113:42-3, 122-6; 114:12, 20, 42-3, 153-60, 179, 182-4, 209; 115:45-6, 97-9, 106
- Hog industry**, 108:79-80, 112, 119-35; 109:112-4; 110:66-73, 80; 114:131; 115:167-84; 118:26-30, 52-3, 56-7
British Columbia, 117:147
- Hog Marketing Commission**
Membership, 115:166-7
See also Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Hoppe, Mr. Gerard** (Member, Cando Shipping Committee, Saskatchewan Wheat Pool)
Western Grain Transportation Bill (C-155), 114:174-8, 182-8; 144A:98-9
- Horner, Hon. J.H.** (Chairman of the Board, Canadian National Railways)
Canadian National Railways annual reports 1980 and 1981, 69:25, 38, 42, 48-59, 62-74
References
Biography, *My Own Brand*, 133:46
See also Canadian National Railways—Chairman; Freight rates—Crow's Nest Pass rates—Revision, Funds
Western Grain Transportation Bill (C-155), 106:8-9, 27-32, 45-6
- Horsman, Mr. B.E.** (Vice President, Human Resources, VIA Rail Canada Inc.; Vice President, Operations, VIA Rail Canada Inc.)
Transport Department estimates, 1980-1981, supplementary (B), 19:47, 53
Transport Department estimates, 1981-1982, main, 32:48-52
- Hoskins, Mr. A.D.** (President, Petroleum Association for Conservation of the Canadian Environment)
Transportation of Dangerous Goods Bill (C-18), 8:4-5, 11-26

House of Commons, cafeterias, recess operating hours, 127:5

Housing

Construction adjacent to CN Rail tracks, 21:102-4; 22:115-6
Starts, U.S., 117:15

Hovdebo, Mrs. MaryAnn (President, National Farmers Union, District 2, Local 620)

Western Grain Transportation Bill (C-155), 113:77-9

Hovdebo, Mr. Stan J. (NDP—Prince Albert)

Air Canada 1979 annual report, 20:60-3

Point of order, bills, 139:5

Transport Department estimates, 1981-1982, main, 25:69-73

Western Grain Transportation Bill (C-155), 113:36-7, 129-30, 181-4; 114:41-2, 46, 87-8, 120-3, 160-1, 186-7; 115:49-51, 113-4, 155-8, 181-3, 201-3; 116:94; 119:26-9, 48-51, 92-5, 117-9, 130, 133-4; 123:47-9; 124:41, 55-6, 72-3, 89, 92, 108-9; 125:32, 37-8, 43, 50-1, 54, 58; 138:17, 29-32, 40; 139:5, 9-13, 16-8, 35

Hovdebo, Mr. Wayne (Counsellor, Rural Municipality of Birch Hills, No. 460; Vice President, Saskatchewan New Democratic Party)

Western Grain Transportation Bill (C-155), 113:117-8, 195-202

How Ottawa Spends Our Tax Dollars, *see* Freight rates—Crow's Nest Pass rates

Howard, Mr. John (Individual, Brownlee, Sask.)

Western Grain Transportation Bill (C-155), 146A:21

Howard, Mr. John (President, National Farmers Union, District 2, Local 640)

Western Grain Transportation Bill (C-155), 113:55-7

Howe, Mr. Donal (Transport Economist, Ottawa, Canadian Industrial Traffic League)

Western Grain Transportation Bill (C-155), 107:93-106

Howland, Mr. Tom (Regina, Sask.)

Western Grain Transportation Bill (C-155), 116:34-5, 44

Huenemann, Mr. Ralph W. (Director of Research, Mining Association of British Columbia)

Western Grain Transportation Bill (C-155), 117:29

Huffman, Mr. A.D. (President, Prairie Malt Limited)

Western Grain Transportation Bill (C-155), 113:149-51, 155-64

Hughes, Mr. Graeme (Executive Vice-President and Secretary, Canadian Manufacturers' Association)

Western Grain Transportation Bill (C-155), 105:135

Hughes, Mr. Samuel (President, Canadian Chamber of Commerce)

Western Grain Transportation Bill (C-155), 114:219-21, 226-9, 234

Hunt, Mrs. N. (President, Saskatchewan Federation of Labour)

Western Grain Transportation Bill (C-155), 115:145-8, 157-63, 166

Hunter, Mr. M. Lawson (Director of Investigation and Research, Bureau of Competition Policy, Consumer and Corporate Affairs Department)

Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 40:35-61

Huntington, Hon. Ron (PC—Capilano)

Transport Department estimates, 1981-1982, main, 26:23-8

Western Grain Transportation Bill (C-155), 142:42-3

Hutterites, *see* Farmers

Huxley, Mr. T.F. (National Transportation Committee, Canadian Manufacturers' Association; Solicitor, Steel Company of Canada Limited)

Transportation of Dangerous Goods Bill (C-18), 6:10-6, 19-22, 25-34

Hydrocarbon pollution, *see* Responsibility for hydrocarbon pollution convention

Hydrographic services, 28:10

Hymers, Mr. Ken (Former Committee Member, Success Former Wheat Pool Committee)

Western Grain Transportation Bill (C-155), 114:170-4, 183, 186-7

IATA, *see* International Air Transport Association

ILS, *see* Instrument Landing System

IMCO, *see* Intergovernmental Maritime Consultative Organization

Ice reconnaissance service, *see* Atmospheric Environment Service

Icebreaking, 18:28; 23:12; 38:11; 92:6, 9-10

Air cushioned vehicles, P.E.I., 23:52-3, 57-8

Alexander Henry replacement, 85:25

Bubbler experiment, Thunder Bay, 85:25-6

Fleet capacity/deployment, 28:10; 57:27-8; 60:25-9

Great Lakes, 60:20-1

North Water Navigation Limited, contract, equity, 23:29-33

Nuclear icebreaking oil tanker, Canatom-Alsthom consultants, 24:49-50

Polar 8, design, construction, 59:11-2, 92:7

Season, 1980-1981, 28:10

See also Montreal—Port; St. Lawrence Seaway; Shipbuilding industry; Shipping—Accidents, East coast

Inavia, *see* Airports—Ground services

Income tax, *see* Flying schools; Newfoundland-Labrador

Industrial strategy, *see* Marine transportation

Industry, *see* Air transport—Domestic air carrier policy

Inner City Committee for Rail Relocation, Incorporated (Winnipeg, Man.), *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

Inquiries Act, *see* Freight rates—Crow's Nest Pass rates, Revision, Review provisions

Institute for Transportation Studies, *see* Organizations/individuals appearing and briefs submitted—Air transport *Proposed domestic air carrier policy*

Instrument Landing System (ILS), *see* Navigation aids

Interest rates, 115:142

See also Air Canada—Leasing, Loans; Farm improvement loans; Pensions; Ports Corporation—Local port corporations, Financial surplus

Intergovernmental Maritime Consultative Organization, *see* Shipping—Hazardous products

International agreements, conventions, *see* Containers

International Air Transport Association (IATA)

Charges working group, 66:26-7

Montreal 1980 conference, J.K. Galbraith speech, 16:28; 20:22-6

See also Air transport—Hazardous products

International Convention for Safe Containers, *see* Containers

- International Fund Convention**, *see* Shipping—Hazardous products, Liability
- International Organization for Standardization**, *see* Containers—Safety approval plates
- International Paper Company, N.B.**, 85:19
- International Woodworkers of America**, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Iron ore**, *see* Grain transportation
- JETS** (Joint en route terminal system), *see* Edmonton; Moncton; Montreal—Dorval; Navigation aids
- Jack, Mr. George** (Manager, Radioisotope Division, Atomic Energy Control Board)
Transportation of Dangerous Goods Bill (C-18), 7:30-2, 36, 50-1
- Jackson, Mr. Lorne** (Individual, Riverhurst, Sask.)
Western Grain Transportation Bill (C-155), 146A:22-5
- Jahnke, Mr. Neil** (President, Saskatchewan Stock Growers Association)
Western Grain Transportation Bill (C-155), 115:61-70, 73-84
- Jalbert, Mr. Steve** (Former Member, National Farmers Union, Local 611)
Western Grain Transportation Bill (C-155), 113:57-9, 72-3
- Janisch, Mr. Hudson** (Chairman, Regulated industries program, Consumers' Association of Canada)
Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 47:4-8, 17-35, 40-1
- Janssen, Mr. Bill** (Consultant, Highways and Transportation, Manitoba Government)
Western Grain Transportation Bill (C-155), 110:31
- Japan**, *see* Automobiles; Oil and gas exploration; Prince Rupert—Ridley Island; Railways—Fences; Shipping; Vancouver—Port
- Japan Erica**, *see* Bridges, ship/bridge collisions
- Jarvis, Mr. Eric** (Member of the Board of Directors, Agricultural Committee, Consumers' Association of Canada (Alberta))
Western Grain Transportation Bill (C-155), 109:94-104
- Jarvis, Mr. W.E.** (Chief Commissioner, Wheat Board)
Western Grain Transportation Bill (C-155), 119:99-122
- Jas, Mr. Wayne S.** (Solsqirth, Man.)
Western Grain Transportation Bill (C-155), 144A:174
- Jasmin Construction Incorporated**, debt, 23:11
- Jeannot, Mr. Pierre** (Executive Vice President, Chief of Airlines Operations, Air Canada)
Air Canada annual reports, 1979, 20:28, 34-5, 39-40, 45-52, 62, 73-6, 83-4
Air Canada annual reports, 1980 and 1981, 66:17-20, 32, 35-44, 51
- Jenness, Mr. Bob** (Senior Policy Advisor, Economic Council of Canada)
Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 40:68-71, 74, 79-81
- Jensen, Mr. Tom** (Past President, Manitoba Trucking Association)
Western Grain Transportation Bill (C-155), 110:115-26
- Jess, Mr. Walter** (Delegate, Saskatchewan Wheat Pool, District 16, Sub-District 2)
Western Grain Transportation Bill (C-155), 114:168-70, 182, 187
- Joedicke, Mr. Robert J.** (Lehman Brothers Kuhn Loeb Research, New York, N.Y.)
Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 48:24-7, 43-5, 48-54
- Johanson, Mr. Agnar** (Assistant Director, Rail Economic Analysis Branch, Transport Department)
Transport Department estimates, 1981-1982, main, 29:35-6
- Johnson, Mr. Ken A.** (Director, Aviation Safety Bureau, Transport Department)
Aviation Safety Board Bill (C-163), 148:28
- Johnson, Mr. Lloyd** (National Farmers Union, Spiritwood, Saskatchewan)
Western Grain Transportation Bill (C-155), 116:8-9
- Johnson, Mr. Perry** (Secretary, Young Saskatchewan Wheat Pool Committee)
Western Grain Transportation Bill (C-155), 114:179-80, 183
- Johnston, Dr. Everett** (Chairman, Institute for Transportation Studies, University of Calgary)
Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 53:7-17
- Johnston, Mr. F.J.H.** (Air Transport Director, Air Transport Department, International Air Transport Association, Montreal, Que.)
Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 51:11-4, 28-9, 34-41, 44-5, 51-8
- Johnston, Mr. Vernon B.** (Individual, Ogden, Alta.)
Western Grain Transportation Bill (C-155), 146A:26-9
- Joint en route terminal system (JETS)**, *see* Navigation aids
- Jones, Captain Ike**, 31:41
- Jones Act**, *see* Shipping—International trade
- Jones, Mr. Gary** (President, Canadian Cattlemen's Association)
Western Grain Transportation Bill (C-155), 105:65-98
- Jordan, Mr. William A.** (Professor of Economics, Faculty of Administrative Studies, York University)
Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 51:14-20, 30-6, 39-53, 56-9
- Kai Consulting Inc.** (Ottawa, Ont.), *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Kaien Island, B.C.**, coal port development, 38:83-4
- Kalef, Mr. Bob** (President and Director, Centennial Packers Ltd., Calgary, Alta.; Canadian Meat Council)
Western Grain Transportation Bill (C-155), 114:100-1, 106-8
- Kaletzke, Mr. Ron** (Chairman of Transport Committee, Winnipeg Chamber of Commerce)
Western Grain Transportation Bill (C-155), 110:106-14
- Kame Co-Operative Farm Limited**, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Kamieniecki, Mr. Stanley** (Individual, Manning, Alta.)
Western Grain Transportation Bill (C-155), 146A:30-1

- Karras, Mrs. Margaret** (Individual, Welwyn, Sask.)
Western Grain Transportation Bill (C-155), 116:35-6
- Kasianchuk, Mr. D.A.** (Assistant Deputy Minister, Transport Policy, Ministry of Transportation and Highways, British Columbia Government)
Western Grain Transportation Bill (C-155), 117:144-5
- Kassenaar, Mr. John** (Executive Vice President, Dominion Malting Limited)
Western Grain Transportation Bill (C-155), 111:82-6
- Kastiuk, Mr. H.** (Secretary Treasurer, Alberta Federation of Labour)
Western Grain Transportation Bill (C-155), 109:129-30, 134
- Kaumeyer, Mr. Gerry** (Chairman, L.K. Resources Ltd.)
Western Grain Transportation Bill (C-155), 108:177-8, 184-6, 189-90
- Keenan, Mr. John** (Legal Counsel, Canadian Airline Pilots Association)
Aviation Safety Board Bill (C-163), 102:6-9, 12-4, 17-9, 22-5, 29-33
Transport Department estimates, 1981-1982, main, 31:42-4
- Keeper, Mr. Cyril** (NDP—Winnipeg-St. James)
Air Canada annual report, 1982, 95:55-8
- Kelliher, LeRoss, Lestock Joint Committee**, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Kelowna, B.C.**, *see* Airports
- Kelso, Donald**, *see* Air traffic controllers—Montreal
- Keyes, Mr. T.E.** (Regina, Sask.)
Western Grain Transportation Bill (C-155), 116:22-3
- Kezyk, Mr. Raymond** (Individual, Grand View, Man.)
Western Grain Transportation Bill (C-155), 144A:100-1
- Khatib, Mr. S.** (Manager, Pensions Administration, Canadian National Railways)
Canadian National Railways annual reports 1980 and 1981, 69:61
- Kiist case**, *see* Grain transportation—"Shipper"
- Kiist, Mr. Rudy A.** (National Farmers Union, Region 7, Alberta; Farmer, Vegreville)
Western Grain Transportation Bill (C-155), 109:48-9, 66
- Kilgour, Mr. David** (PC—Edmonton-Strathcona)
Points of order
Chairman, 109:203-4
Documents, 109:42
Western Grain Transportation Bill (C-155), 108:31, 62, 74, 96; 109:31, 42, 71, 101-3, 185-7, 202-4
- Kingsley Navigation Ltd.**, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Kirby, Michael**, references, *see* Canadian National Railways
- Klassen, Don**, U.S. congressman, 31:78-80
- Komoka, Ont.**, *see* CP Rail—Accidents
- Kooistra, Mr. Cliffe** (President, Kooistra Trucking Ltd.; Manitoba Trucking Association)
Western Grain Transportation Bill (C-155), 110:117
- Korchinski, Mr. Stanley** (PC—Mackenzie)
Air Canada annual reports 1980 and 1981, 66:35-7
- Korean Airlines**, emergency debate, 131:10-4
- Korven, Miss Kim** (Member, National Farmers Union, Local 617; Individual, Cabri, Sask.)
Western Grain Transportation Bill (C-155), 113:94-7; 116:59-61; 146A:32-4
- Kramer, Mr. Brian** (Member, Trinity Lutheran Church—Quinton, Sask.)
Western Grain Transportation Bill (C-155), 114:193-9, 203-5
- Kramer, Mr. Eric** (Chairman, Trinity Lutheran Church—Quinton, Sask.)
Western Grain Transportation Bill (C-155), 114:164, 189, 193, 207-8
- Kristjanson, Mr. Leo F.**
Western Grain Transportation Bill (C-155), 144A:102-9
- Kroeger, Mr. Arthur** (Deputy Minister, Transport Department; Secretary, Economic Development Ministry)
References, *see* Transportation—Policy
Transport Department estimates
1980-1981
Main, 3:23; 15:11-2
Supplementary (B), 17:67-9
Supplementary (C), 23:9, 15-6, 34-6, 40
1981-1982, main, 25:14-5, 66
1981-1982, supplementary (C), 38:6-8, 19-23, 28-9, 32-3, 39, 46
1982-1983, main, 57:5-15, 19-24, 29; 64:36, 39-44
1982-1983, supplementary (B), 85:37-8
1983-1984, main, 88:14, 57; 98:51-2
Western Grain Transportation Bill (C-155), 103:11-20, 25-6; 104:4-7, 11, 27-8, 31-4, 50; 107:8, 26-30, 39, 55, 58-9; 120:41-3; 121:44-5, 51-4, 58, 61, 65-91; 122:25-33, 37-72, 75-99; 123:12, 17-9, 22-30, 33-6, 42-9, 62, 65, 77-8, 86-7, 91-5, 99-101; 124:19-21, 25-7, 33-41, 46-58, 61-2, 65-9, 72, 76-7, 84-5, 93-5, 100, 109, 116; 125:44, 64-5, 94-113; 126:33, 39-45, 54-6, 70-9, 84-5, 88-92, 97, 103-7, 123-34; 127:13-4, 23-33, 37-8, 42; 128:10-38, 42, 52-60, 63-4, 67-8, 72-3, 82-4, 90, 93, 96, 100-6, 110-6, 119-30, 133-4; 129:9-23, 70; 130:8-14, 21-5, 31, 39-41; 131:15-21, 32-4, 39-40, 44-54, 59-60, 64-8; 132:11-21, 26-30, 33-6, 39-41, 45-7, 52, 60-1, 81-2, 87-8, 95; 133:7-10, 35-40, 46; 133A:1-3; 134:6-22, 28-9, 33-44; 135:13, 18-22, 26, 35-6, 51, 54-7, 62; 136:24, 27-31, 34-48, 51-60, 63-71, 75-8, 84-5; 137:8-11, 14-5, 18-20, 26-7, 31, 36, 55-61; 138:13-25, 30-7, 41; 139:8-12, 15-21, 31-4; 140:21-3, 40-5, 48-51, 56, 75-84, 87; 141:7-28, 34-5, 42, 50; 142:14, 18-20, 27-31, 34-5, 40-1; 143:28, 36-44, 48, 60
- Krug, Mr. Murray** (Member of the Agricultural Task Force, United Church of Canada—Saskatchewan Conference)
Western Grain Transportation Bill (C-155), 114:200, 207
- Krug, Mrs. Patricia** (Balcarres, Sask.)
Western Grain Transportation Bill (C-155), 116:64-6, 75; 144A:110-2
- Kurtenbach, Mr. Leo F.** (Individual)
Western Grain Transportation Bill (C-155), 116:76
- LIFT** (Lower Inventories for Tomorrow), *see* Grain—Acreage reduction
- L.K. Resources Ltd.**
Background, 108:177, 189-90
See also Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- LNG**, *see* Liquid natural gas
- LRCs**, *see* VIA Rail Canada Inc.—Trains

- Labbé, Mr. Gaston** (Quebec Section, Canadian Meat Council)
Western Grain Transportation Bill (C-155), 118:39
- Labour unions**, *see* Air Canada—Staff; Canadian National Railways—Pension funds; Freight rates—Crow's Nest Pass rates; St. Lawrence Seaway
- Lafleur, Mr. Robert S.** (Director, Aeronautical Standards and Legislation, Transport Department)
Transport Department estimates, 1982-1983, main, 58:24-5
- Laing, Mr. S. Vilda** (Director, National Farmers Union, District 6, Region 6)
Western Grain Transportation Bill (C-155), 113:50-3, 72
- Lake Span Marine**, Canadian National Railways involvement, 68:70-1
- Laker Airways**, bankruptcy, effects, etc., 47:26-7; 48:64-5
- Lakeside Farm Industries Limited**, Brooks, Alta., *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Lalande, Mr. Roméo** (Director General, Quebec Professional Feed Manufacturers' Association)
Western Grain Transportation Bill (C-155), 118:58, 78
- Landahl, Mr. Richard N.** (Corporate Vice President, Westward Shipping Ltd.)
Western Grain Transportation Bill (C-155), 117:138
- Landis Pool Shipping Committee**, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Lang, Hon. Otto**, references, 133:29
- Lange, Mr. G.W.** (Director of Compensation, Canadian National Railways)
Canadian National Railways annual reports 1980 and 1981, 69:9-17, 20-2, 25-9, 33-9, 43-6, 50-4, 60-1, 73
- Laniel, Mr. Gérald** (L—Beauharnois-Salaberry; Parliamentary Secretary to Minister of Industry, Trade and Commerce)
Aviation Safety Board Bill (C-163), 148:19
Transport Department estimates, 1983-1984, main, 89:22-5
- Laroche, Mr. J.P.** (Vice President, Human Resources, VIA Rail Canada Inc.)
Transport Department estimates, 1981-1982, main, 32:34-5, 41
- Larsen, Mr. Garth** (Chairman, Hog Marketing Commission)
Western Grain Transportation Bill (C-155), 115:166-84
- Larsen, Mr. LeRoy** (Director, Saskatchewan Wheat Pool, District 15)
Western Grain Transportation Bill (C-155), 114:144-6, 156, 160-2
- LaSalle, Hon. Roch** (PC—Joliette)
Transport Department estimates, 1982-1983, main, 65:18-23
Transport Department estimates, 1982-1983, supplementary (B), 85:26-31
- Latreille, Mr. Marcel** (Representative, Quebec Professional Feed Manufacturers' Association)
Western Grain Transportation Bill (C-155), 118:9, 26, 58, 70, 78-81, 87-9
- Laurentian Pilotage Authority**, negotiations, 14:21-3
- Law of the Sea Conference**, U.S. position, 60:4-5
- Lawless, Mr. R.E.** (President, CN Rail, Canadian National Railways)
Canadian National Railways annual report, 1982, 96:27-34, 37-9, 49-51; 101:16-7, 20-7, 30-42, 49-51, 54-5
- Lawless, Mr. R.E.—Cont.**
Canadian National Railways annual reports 1980 and 1981, 68:14, 21, 28-31, 34-7, 40-6, 51-4, 57, 62-3, 70, 81-95
Western Grain Transportation Bill (C-155), 106:6-29, 35-7, 40-3, 47-60
- Lay-offs**, *see* Air Canada; CN Express; CN Rail; CP Air; Canadian National Railways; London, Ont.; Quebec—Port; Railways-Safety standards, Inspectors; VIA Rail Canada Inc.
- Lead/zinc industry**, N.B., 24:45
- Leahy, Mrs. Jean** (Regional Co-ordinator, National Farmers Union, Region 8, Peace River, Alta., and B.C.)
Western Grain Transportation Bill (C-155), 117:54-60, 63-8
- Leahy, Mr. L.E.** (Individual, Fort St. John, B.C.)
Western Grain Transportation Bill (C-155), 146A:35
- Leask, Mr. George G.** (Acting Deputy Administrator, Canadian Marine Transportation Administration, Transport Department)
Transport Department estimates, 1980-1981, main, 3:15, 23, 27, 40
- LeClair, Dr. J.M.** (President and Chief Executive Officer, Canadian National Railways)
Canadian National Railways annual reports, 1980 and 1981, 68:5-30, 33-4, 37-52, 56, 59-83, 89-96; 69:7-8, 17-41, 44
Canadian National Railways annual reports, 1982, 96:7-26, 29-56; 100:5-13; 101:10-22, 25, 29-30, 36-7, 41-9, 52-6
References, *see* Canadian National Railways
Western Grain Transportation Bill (C-155), 106:5-7, 18, 29, 33, 39-42, 48, 60-2
- Lee, Mr. Craig** (Director, Policy Development Branch, Department of Agriculture, Manitoba Government)
Western Grain Transportation Bill (C-155), 110:37
- Lee Wang Zin**, *see* Search and rescue
- Lefebvre, Mr. Denis** (General Counsel, Transport Department)
Ports Corporation Bill (C-92), 75-14, 18-22, 26-7, 34; 76:22, 79-80, 85-6; 77:11, 16-9; 79:13, 16, 22, 32, 49
Western Grain Transportation Bill (C-155), 104:37; 107:40; 121:46-7, 68; 122:27, 34-6, 44, 61-2, 65, 69-71, 75, 79, 95; 123:50-1, 57-8, 60, 64, 77-81, 86-93; 124:17-23, 31, 34, 79, 82-6, 98-102, 108-10, 113-4; 125:25, 28-9, 35, 45-7, 55-7, 60, 73, 83-4, 87-9; 126:38-42, 48-54, 62, 65-6, 85-8, 100-3, 111, 114, 117-23, 133-5, 139; 127:25, 30-3; 128:34-8, 42-50, 68, 74-5, 79-80, 84, 87-8; 129:8-12, 15, 18-22, 28-30, 34-8; 130:11-2, 28, 35; 131:20-9, 36, 51, 54-7, 60, 65-6; 132:15-25, 34, 42-4, 53-4, 57-60, 88-9, 92-4; 133:31-4, 43-7; 134:29, 37-8; 135:12, 29-31, 47-8, 53-4, 57-9; 136:14-5, 18, 27-35, 56, 61; 137:18, 29-31, 34, 43-5, 56-62; 139:13-7, 21, 28-30, 33-40; 140:16, 19, 39, 49-50, 85-6; 141:26, 29-30, 44-5, 49-50; 142:17-22, 43-5; 143:19, 23-6, 33-6, 48
- Lefrançois, Mr. Roland** (Chairman of the Board, Nordair Limited)
Air transport, *Proposed domestic air carrier policy* (unit toll services), August 1981, 42:66-106
- Léger, the late Rt. Hon. Jules**, former Governor General, funeral services, 18:24
- Léger, Mr. Pierre-Paul** (President, Quebec Section, Canadian Meat Council)
Western Grain Transportation Bill (C-155), 118:39-41, 44-51, 54-7

- Legrade Packing Company, Que.,** 118:81-2
- Legumes**, beans, peas, etc., processing industry, 113:202-6, 209-10, 213-4
- Leibfried, Dr. J.L.** (Commissioner, Wheat Board)
Western Grain Transportation Bill (C-155), 119:115-8, 121-2
- Leland, Mr. Vern** (President of Federated Co-operative of Saskatoon)
Western Grain Transportation Bill (C-155), 114:11-2
- Lelond, Douglas and Maud** (Minoita, Man.)
Western Grain Transportation Bill (C-155), 144A:116-8
- Lemieux, Mr. André** (Member of the National Executive, Quebec Section, Canadian Meat Council)
Western Grain Transportation Bill (C-155), 118:39, 44-50
- Lepage, A.E.**, *see* Air Canada—Headquarters
- Lepp, Mr. Henry** (Rivers, Man.)
Western Grain Transportation Bill (C-155), 112:35-6
- Lester, Mr. Peter** (Mayor of Prince Rupert, Committee of Mayors of British Columbia)
Western Grain Transportation Bill (C-155), 117:178-82
- Lethbridge, Alta.**, *see* Grain transportation—Trucking operations
- Levasseur report**, *see* Montreal—Mirabel, Fuel tax
- Lewis, Mr. C.W.** (Miller, Thomson, Sedgewick, Lewis & Healy, Barristers & Solicitors)
Western Grain Transportation Bill (C-155), 119:65-74, 77-81
- Lewis, Mr. R.J.** (Past President of CTA, Past President of Saskatchewan Trucking Association, Consultant to CTA)
Western Grain Transportation Bill (C-155), 105:113-5, 118-9
- Lewycky, Mr. Laverne** (NDP—Dauphin-Swan River)
Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 50:15-6
References, Committee attendance, 141:11-2
Western Grain Transportation Bill (C-155), 141:10-2, 18-9; 146A:36-63
- Liberal Party**, Quebec caucus, *see* Freight rates—Crow's Nest Pass rates, Review
- Liberal Party of Manitoba**, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Liknaitzky, Mr. Rici** (Lloydminster, Sask.)
Western Grain Transportation Bill (C-155), 116:85-7
- Lindsay, Mr. Allan** (Secretary Treasurer of Alfalfa Meal Association, Canadian Alfalfa Dehydrating Industry)
Western Grain Transportation Bill (C-155), 113:210-2
- Lingenfelter, Mr. Dwain** (M.L.A., Sahunavon; New Democratic Party Caucus of the Saskatchewan Legislature)
Western Grain Transportation Bill (C-155), 113:174-5, 181, 190, 194
- Lipsett, Mr. Roy A.** (National Legislation Committee, Canadian Manufacturers' Association; General Traffic Manager, Union Carbide Canada Limited)
Transportation of Dangerous Goods Bill (C-18), 6:17-8, 22-4
- Liquid natural gas**, *see* Arctic regions—Shipping
- Livestock**
British Columbia, 117:62-3
- Livestock—Cont.**
Crow's Nest Pass freight rates revision, effects, western provinces, 103:29-30; 104:16, 34-5, 43; 105:65-98, 129-30; 105A:1-11; 106:8, 32; 107:56-7; 108:18-9, 22-3, 32-3, 74-7, 86-9, 91-2, 98-100, 139, 177-8; 109:9-12, 18-9, 28-31, 34-5, 41, 134, 161, 200; 110:29, 36-8, 64, 68, 120-1, 138; 111:13, 31-2, 42, 97-101, 105, 125-7; 112:11, 21, 29-31, 63; 113:19, 48, 59-60, 66, 87-8, 105-6, 171-2; 114:17, 40-1, 48, 54, 113-4, 138-9, 145, 163-5, 208; 115:9-10, 55-8, 61-7, 80-2, 106-8, 119-20, 126, 132-7, 187, 203-4; 116:6, 10, 22-4, 65, 87-8; 117:60-1; 119:127-30; 120:27, 43-5, 49, 52-5, 96-7; 123:26; 124:28-9; 126:19; 128:81; 133:22-3, 27-8; 140:24, 29-31, 73; 141:23
Feed Board, 129:39-40
Marketing, 108:87-8; 109:43, 59-61, 79; 111:128-30; 113:19; 114:166; 117:56
Ontario, 108:81-3, 93
Quebec, 105:100; 108:79-80, 84, 176-7; 118:39, 42-52, 58, 64, 76-7
Transportation, railway cars, 21:49-51, 112-4; 22:15-7, 64-8, 73-7, 82-3, 92, 95-7, 105-9; 30:26-8, 56-60
United States comparison, 109:133
WREF proposal, 114:167; 115:65-6, 134, 140, 143
- Loiselle, Mr. Bernard** (L—Verchères; Parliamentary Secretary to Minister of Indian Affairs and Northern Development)
Points of order
Agenda and procedure subcommittee report, seventeenth, 101:67
Bills, 122:24
Meetings, 137:50-1
Privilege (Mr. Bockstael), 106:85
Questioning of witnesses, 104:26
Witnesses, 103:9-10
Western Grain Transportation Bill (C-155), 103:9-10; 104:26, 35-8; 105:15, 20, 46-7, 95-7, 127, 130-3; 106:25-9, 42, 47-8, 77-82, 85, 111; 107:71, 91-2; 108:38, 46-7, 68, 85-6, 132, 170-3, 194; 109:20-1, 107-12, 196-8; 110:61-2, 70, 121-2; 111:29-31, 40, 103-8, 116-8; 113:142-4, 148, 188-90; 114:39-40, 107, 129-30; 115:29, 46-8, 104-6; 121:78, 92; 122:24; 123:90; 124:74-5; 132:51-2; 134:24; 136:83-4; 137:23, 50-1
- London, Ont.**
Airport, Air Canada/Air Ontario operations, 66:32-4; 86:25-9
CN Rail 1908 expropriation, 21:51-2
Railway crossing signals, lay-offs, etc., 21:93
- Long, Mr. Bob** (Individual, Lloydminster, Sask.)
Western Grain Transportation Bill (C-155), 116:61-4, 72; 144A:119-21
- Longue-Pointe, Mingan, Que.**, *see* Airports
- Loran stations**, *see* Navigation aids
- Lovink, Mr. J.A.A.** (Director, Domestic Policy Air, Air Transportation Administration, Transport Department)
Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 40:7-34; 41:4-45
- Lowndes, Ms. Carol** (Individual, Kelvington, Sask.)
Western Grain Transportation Bill (C-155), 144A:113-5
- Lowndes, Mr. Jack** (Vice President, National Farmers Union, Local 638)
Western Grain Transportation Bill (C-155), 113:65-7
- Lucan, Ont.**, *see* CN Rail
- Lukasiewicz, Professor Julius** (Faculty of Engineering, Carleton University)
Transportation of Dangerous Goods Bill (C-18), 7:6-26; 7A:1-2

- Lusney, Mr. Norm** (M.L.A., Pelly; New Democratic Party Caucus of the Saskatchewan Legislature)
Western Grain Transportation Bill (C-155), 113:182, 192-5
- Lyons, Clarence**, references, 108:192-3
- MED**, *see* Marine Emergency Duties
- MacDonald, Hon. Flora** (PC—Kingston and the Islands)
Transport Department estimates, 1982-1983, main, 61:18-20
- MacFarlane, Ms. Betty** (National Farmers Union, District 6)
Western Grain Transportation Bill (C-155), 113:71
- Macgregor, Man.**, CN Rail Mar. 10/80 freight derailment, vinyl chloride gas danger, 6:20-3; 7:71-2, 98-100; 9:25, 37; 16:20, 33-4; 17:43-5; 21:11-2, 104-5
- Mackasey, Hon. Bryce** (L—Lincoln)
Organization meeting, 1:8
Transportation of Dangerous Goods Bill (C-18), 6:12, 24-8, 34; 11:99, 106-7
- Mackay, Mr. Justice Kenneth C.**, *see* Shipping—Accidents, *Cartiercliffe Hall*
- MacKay, Hon. Elmer** (PC—Central Nova)
Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 46:34-6
Canadian National Railways annual reports 1980 and 1981, 68:71-6
- MacKenzie, Alexander**, *see* Railways—Historical debate
- Macklin, Mr. Arthur W.** (Individual, Grand Prairie, Alta.)
Western Grain Transportation Bill (C-155), 109:169-74, 186-7, 195-7, 202-7
- Macklin, Ms. Donna** (Spirit River School Division 47; Farmer, Grand Prairie, Alta.)
Western Grain Transportation Bill (C-155), 109:148-53
- MacLaren, Mr. A.K.** (Executive Director, Canadian Trucking Association)
Western Grain Transportation Bill (C-155), 105:98-101, 105-112, 116-7, 121-4
- MacLellan, Mr. Russell** (L—Cape Breton-The Sydneys;
Parliamentary Secretary to Minister of State for Mines;
Parliamentary Secretary to Minister of Regional Economic Expansion)
Canadian National Railways annual reports 1980 and 1981, 68:41-6
- MacMurchy, Hon. Gordon**, *see* Saskatchewan
- MacMurchy, Mr. Gordon** (Individual, Semans, Sask.)
Western Grain Transportation Bill (C-155), 116:15-7, 24-6; 144A:122-7
- MacPherson, Mr. A.J.** (President, Alberta Wheat Pool)
Western Grain Transportation Bill (C-155), 109:6-40
- MacPherson report (1961)**, *see* Freight rates—Crow's Nest Pass rates;
- Macrorie Crow Committee**, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Magarrell, Mr. Kent** (Chairman, Agriculture Committee, Winnipeg Chamber of Commerce)
Western Grain Transportation Bill (C-155), 110:107-9
- Magee, Mr. J. Ernest** (Chairman, CMA Transportation Committee, Manager, Special Projects and Rail Negotiations, Procter & Gamble Incorporated)
Western Grain Transportation Bill (C-155), 105:127-41
- Maguire, Mr. Larry** (Individual, Elgin, Man.)
Western Grain Transportation Bill (C-155), 112:30-2, 40
- Maislin Industries Ltd.** (Montreal), transport company, 98:26-7
- Makinson, Mr. Arnold** (President, Winnipeg Labor Council)
Western Grain Transportation Bill (C-155), 110:96-104
- Malone, Mr. Arnold** (PC—Crowfoot)
Transport Department estimates, 1980-1981, main, 4:29, 34-8, 43, 54
Western Grain Transportation Bill (C-155), 108:35, 84-5, 141, 173-4, 183; 109:26-8, 99-101, 131-4, 139-40, 183, 197-8, 201-2; 120:53-6, 95-8
- Malt, freight rates**, 81:65-6; 106:24; 107:59-61; 110:22-3; 110:29; 111:81-6; 111A:147; 113:149-51, 155-61, 164; 137:62-4
Hall (Emmett) report recommendations, 113:162-3
- Maltais, Mr. André** (L—Manicouagan; Parliamentary Secretary to Minister of Industry, Trade and Commerce and Minister of Regional Economic Expansion)
Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 42:85-8; 43:22-3; 46:92-4
Safe Containers Convention Bill (C-21), 2:15-6, 26-7
Transport Department estimates
1980-1981, main, 4:47-9
1980-1981, supplementary (B), 17:37-41
1981-1982, main, 27:45-51, 74-9, 99-104; 33:24-30
1981-1982, supplementary (C), 38:76-80
1982-1983, main, 60:9-12, 22-5
1983-1984, main, 88:27-31
Transportation of Dangerous Goods Bill (C-18), 10:19-20; 11:17-8, 29-32, 40-1, 50, 83, 94-5, 101
- Maltais, Mr. Claude** (Manager, Canada Packers Inc., Winnipeg, Man.; Canadian Meat Council)
Western Grain Transportation Bill (C-155), 114:101-7
- Malton international airport**, *see* Toronto
- Manitoba**, *see* Air transport; Airports—Runways;
Organizations/individuals appearing and briefs submitted—Air transport *Proposed domestic air carrier policy*; Western Grain Transportation Bill (C-155)
- Manitoba Cattle Producers Association**, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Manitoba Farm Bureau**
Consultations with provincial government, 110:82
Membership, 110:81-2
Representation of members' views, accuracy, 112:13
See also Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Manitoba Hog Producers Marketing Board**, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Manitoba Milk Producers' Marketing Board**, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Manitoba Parkland Advisory Committee**, Dauphin, Man., *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

Manitoba Pool Elevators

Membership, organization, 111:89-90, 96, 117-8
See also Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

Manitoba Pool Elevators Sub-district 803, *see*

Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

Manitoba Trucking Association, *see* Organizations/individuals

appearing and briefs submitted—Western Grain Transportation Bill (C-155)

Manly, Mr. Jim (NDP—Cowichan-Malahat-The Islands)

Transport Department estimates, 1982-1983, main, 60:6-9

Mann, Mr. R.C. (Immediate Past Chairman, Vancouver Board of Trade)

Ports Corporation Bill (C-92), 73:48-55, 64-9, 73-8, 81-2

Manufacturing industry

Crow's Nest Pass freight rates, effects, 105:127-41; 105A:25-30
See also Aircraft—And equipment

Maple Leaf Mills Limited, shares, Canadian Pacific Ltd., 111:57, 62**Marine Emergency Duties (MED), *see* Shipping****Marine Safety Board, *see* Shipping—Hazardous products****Marine transport**

Administration funds, transferring, 23:12-3
 Cost recovery, 24:17
 Industrial strategy, developing, minister, appointing, etc., 18:26-9
 Manpower shortage/training, 18:27; 59:16-7
 Policy, 57:23-4

Maritime Code, reviewing, 26:12-3; 38:55; 84:30-1; 92:23-4**Maritime Farmers Council**

Membership, 119:82
See also Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

Maritime Freight Rates Act, 37:82, 85; 38:77-9; 61:29-30; 62:5**Maritime Pollution Claims Fund, Oil Pollution Compensation Fund payments, 73:47****Marshall, Mr. R.T. (President, Coal Association of Canada)**

Western Grain Transportation Bill (C-155), 108:55, 58-63

Marsham, Mr. Roger G. (Deputy Administrator, Canadian Surface Transportation Administration, Transport Department)

Transport Department estimates
 1980-1981, main, 4:12, 46
 1980-1981, supplementary (B), 17:35
 1981-1982, main, 25:51, 54-5

Martin, Mr. Greg (Individual, Herschel, Sask.)

Western Grain Transportation Bill (C-155), 116:79-80

Martin, Mr. Lloyd (Director, Family Farm Foundation)

Western Grain Transportation Bill (C-155), 114:212-3

Martin, Mr. Ray (M.L.A., Alta.; New Democratic Party—Official Opposition (Alta.))

Western Grain Transportation Bill (C-155), 109:72-4, 81-8

Masse, Mr. Y.H. (Senior Corporate Vice-President and Chief Financial Officer, Canadian National Railways)

Canadian National Railways annual report, 1982, 101:43-4

Masters, Mr. Jack (L—Thunder Bay-Nipigon; Parliamentary Secretary to Minister of State for Mines; Parliamentary Secretary to Minister of Communications)
 Western Grain Transportation Bill (C-155), 117:34-5, 46-9, 76, 93, 161-3

Matas, Mr. David (Spokesman, Liberal Party of Man.)

Western Grain Transportation Bill (C-155), 110:128-30, 133-6

Mathaisel, Mr. Dennis F.X. (Postdoctoral Research Associate and Lecturer, Flight Transportation Laboratory, Department of Aeronautics and Astronautics Massachusetts Institute of Technology, Cambridge, Massachusetts)

Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 48:18-24, 34-7, 44-5, 54-6

Matkin, Mr. Jim (President and Chief Executive, Employers' Council of British Columbia)

Western Grain Transportation Bill (C-155), 117:39-54

Mayer, Mr. Charles (PC—Portage-Marquette)

Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 40:34-5, 48-51, 79-82; 41:9-16, 31-4; 42:96-9; 45:39-43

Canadian National Railways 1979 annual report, 21:50, 105-11; 22:73-80, 116-9, 124

Paterson, Senator Norman MacLeod, M., 111:189

Points of order

Bills, 120:115-6; 121:66; 122:9-11, 17-20

M. (Mr. Flis), 129:57-60

Amdt. (Mr. Benjamin), 129:72

Amdt. (Mr. Dubois), 129:75-7

Amdt. (Mr. McKnight), 129:68

Meetings, 31:83; 132:51; 137:48-51

Recording equipment, 110:59

Witnesses, 37:56-7; 40:34-5

Ports Corporation Bill (C-92), 71:12-4

References, gift, 139:6

Transport Department estimates

1980-1981, main, 3:33-8; 4:25-8

1980-1981, supplementary (B), 16:29-34, 48, 51-2; 17:21-6; 18:31-5; 19:34-9

1981-1982, main, 24:65-70; 25:55-9; 27:107-10; 30:63-7; 31:57, 75-7, 83; 33:31-5, 44

1981-1982, supplementary (C), 37:17-8, 53-8; 38:23-9, 92

1982-1983, main, 62:13-6

1983-1984, main, 98:38-41

Transportation of Dangerous Goods Bill (C-18), 5:15; 6:20-3;

7:68-73, 98-102, 107; 8:24-5; 11:54-5, 71

Western Grain Transportation Bill (C-155), 104:4-9, 29; 105:33-6,

62, 81-5, 97, 117-21; 106:10, 34-9, 61-2, 104-11, 119, 128;

107:30-5, 104-5; 108:27-9, 92-4, 112-3, 149-50; 109:17-9, 39-40,

88-92, 190; 110:36, 58-61, 83-4, 106-9, 127; 111:26-8, 62-3,

73-7, 102-3, 122, 150-1, 172, 177-80, 189; 112:15-6, 40, 59-62,

79; 113:135-7; 114:137-9, 184-5, 224-9; 116:90-2; 117:14-5,

61-2, 85, 127-8, 138-42; 120:37-41, 84-9, 106-9, 115-6; 121:25-9,

47-8, 54, 66-7, 83-8; 122:9-11, 17-20, 43-6, 73-7, 94-6; 124:21-4,

28, 50-4, 58-61, 66, 70-5, 86-8, 94, 99, 109-13; 125:20-3, 29-34,

39-42, 47-8, 52-5, 58, 61-3, 86-97, 107-8; 126:31-3, 40-4, 51,

55-6, 62-3, 77-8, 89-90, 94-5, 124-7, 135-7, 140; 127:5, 11,

15-20, 42-5; 128:33-6, 42, 50, 56-8, 63-6, 105, 109-11, 126, 129,

133-4; 129:10-1, 14-7, 20-1, 52, 57-60, 68, 71-2, 75-7; 130:32-4,

40-1; 131:12-3, 20-1, 24, 28-30, 37-44, 49-51, 70, 74; 132:23-9,

35-8, 43, 46, 51, 54-5, 58-61, 77-8; 133:24-5, 29-32, 35-42;

134:7-10, 13-7, 26-31, 34-44; 135:21-3, 43-5, 50-8; 136:25, 36-9,

44-5, 64-6; 137:10, 17-8, 23, 29-32, 35-8, 47-53, 58-60; 139:6,

13-20, 32-3, 36-42; 140:18-24, 36-9, 52-3, 57-8, 65-9, 73-5, 81-4,

88-93; 131:11-4, 19-21, 29-30, 39-50; 142:31-6; 143:24, 28, 33,

36, 39, 48-50, 54-5, 61-2

Maynard, Mr. J.W. (President, Arctic Grain Limited; Continental Grain Company (Canada) Limited)
Western Grain Transportation Bill (C-155), 111:69-70, 80-3

Mazankowski, Hon. Don (PC—Vegreville)

Air Canada 1979 annual report, 20:9-15, 42-3

Aviation Safety Board Bill (C-163), 102:33

Canadian National Railways annual report, 1979, 21:12-9, 33, 51-2, 83; 22:6-12, 80, 98-105, 111, 121-2

Canadian National Railways annual reports, 1980 and 1981, 68:33-8, 80-3

Committee, M., 120:111

Committee, staff, M. (Mr. Flis), 103:22

Freight rates, Crow's Nest Pass rates

M. (Mr. McKnight), 123:35-6

Amdt. (Mr. Benjamin), 123:34

Revision, funds, M., 123:27-35

Organization meeting, 1:8-10

Organization meeting in relation to Standing Orders 69 (2) and (4)(a), 87:5-7

Points of order

Acting Chairman, M., 35:6

Adjournment, 119:43-4

Agenda and procedure subcommittee reports, seventeenth, 101:62-76

Agenda and procedure subcommittee reports, eighteenth, M., 120:112

Amdt. (Mr. Benjamin), 120:13

Bills

Amendments, 121:63-4; 122:6-8, 11-5, 20-2; 132:102-3;

138:8-11; 139:5; 143:20-1, 50-1

Clause by clause study, 73:19; 123:38-9

Clauses, 123:39-41

Definitions, 123:50-2, 83-6

Discussion beyond scope, 1:18-9

Insufficient time to study, 112:114-7

Private members, 36:5-6

Report stage, 128:138-9, 144-5; 129:44-5, 48

M. (Mr. Flis), 129:56-8, 62-5

Amdt., 129:66-7

Amdt. (Mr. Benjamin), 129:73-4

Amdt. (Mr. McKnight), 129:79-82

Amdt. (Mr. Neil), 129:66

Amdt. (Mr. John M. Reid), 129:85

Documents, 20:42-3; 109:42; 110:9; 114:45; 115:131-2; 118:84-6; 120:16-8, 58-9; 121:40-3, 91-2

M., 143:56

Election of Chairman and Vice Chairman, Ms. (Messrs.

Bockstael, Turner), 87:5

Meetings, 82:43; 136:40-1; 137:48-52

Members, 90:39-40, 49

Ministers, 104:49; 118:6-8

Printing, 108:8

Questioning of witnesses, 27:79; 30:54; 104:25-6; 115:31

Quorum, M., 87:6-7

Translation services, 14:19; 121:41-2

Votes, 137:25

Witnesses, 81:5-6; 103:8; 108:39

M., 121:92

M. (Mr. Dubois), 103:22-3

Ports Corporation Bill (C-92), 71:10-2; 72:14-7; 73:19-21, 24-5; 74:19-20, 27-8, 31-3; 75:10, 16; 76:20-1, 27, 38, 51; 77:20-5; 79:35, 44-7

Railway Bill (fences—C-227), 34:5, 9, 14-8; 35:6-9, 21-4, 30, 34, 38-42; 36:4-9, 22-4

References, 3:33-6; 4:13, 33

See also Ports Corporation—Legislation; VIA Rail Canada Inc.—Abandoned lines

Mazankowski, Hon. Don—Cont.

Transport Department estimates

1980-1981, main, 3:16-21; 13:7-9; 14:5, 10-5, 19; 15:7-13

1980-1981, supplementary (B), 16:6-12, 27, 30, 39, 43-6; 19:7-12, 54-63, 75-6

1981-1982, main, 24:35-43; 25:5-9; 26:4, 32-6, 44; 27:6-12, 17, 51-6, 79, 87-94, 99, 109; 28:12-7, 28, 35-9; 29:4-10, 36;

30:12-7, 42-3, 47, 54-5

1982-1983, supplementary (B), 80:12-7, 27-8, 33-5; 81:5-14, 24, 39, 42, 53-9, 62-3; 82:10, 20-5, 43-4, 50-2

1983-1984, main, 88:23-7, 52, 61; 89:5-9; 90:31-40, 49, 53-7; 91:4-9, 19-28; 94:7, 21

Transportation of Dangerous Goods Bill (C-18), 1:15-9; 5:7-11, 20; 12:19, 26-7, 39-40

Western Grain Transportation Bill (C-155), 103:8, 22-30, 36;

104:25-6, 30-3, 47-9; 105:10-4, 47-8, 58-61, 91-3, 105-9, 126,

135-6; 106:12-3, 21-5, 48, 57-61, 66-72, 120-3, 128; 107:6-10,

17-22, 39-42, 56-60, 64-7, 81-5, 101-3; 108:8, 17-20, 39, 44-6,

74, 89, 99, 117-8, 135-6, 159-62, 165, 178-81; 109:9-12, 42,

71-2, 174, 187-8, 192; 110:9, 27-30, 47, 82, 117-20; 111:14-8,

51-4, 67, 85-8, 107, 114-7, 143-7, 157-60, 173, 181-2; 112:163;

113:68, 105, 145-6, 155-7, 180-1; 114:22-4, 45, 58-9, 71-4,

115-9; 115:23-31, 56-7, 89-92, 128-35, 161; 116:25-6, 72-4;

117:11-2, 19-20, 38, 78-9, 83-5, 148-50, 157-61; 118:6-8, 17-20,

52-3, 79-80, 84-7, 90-1; 119:7-10, 36, 43-7, 61-2, 108-13;

120:13-9, 39, 57-9, 62, 65-9, 101-3, 111-7; 121:10-2, 15-6, 35-46,

49-53, 57, 61-71, 91-2; 122:6-15, 20-2, 33-6, 47-51, 69-74, 90-4;

123:10-7, 21-41, 50-4, 58-60, 63-4, 68-70, 73-88, 92, 95, 98-9;

124:12-8, 23-4, 30, 34, 39-53, 59-75, 78-85, 90-6, 100-1;

125:12-4, 18-23, 53, 60-2, 68-71, 74, 83-5, 104-7; 126:13-8, 50,

60-4, 68-73, 79-98, 102, 106-12, 115-32, 139-40; 127:6-9, 13-4,

25-36; 128:15-23, 37-40, 50-6, 59-62, 66, 72, 76-81, 85-91,

95-109, 126-8, 135, 138-9, 144-5; 129:8-18, 22-6, 37, 43-8, 56-8,

62-7, 70, 73-4, 79-82, 85; 130:7-14, 24, 32, 36-9, 42-3; 131:10-1,

14-8, 22-4, 27-8, 32-5, 43, 48-50, 56-8, 62-9, 73; 132:11, 14-22,

30, 34, 41-3, 47-8, 51-5, 58, 68-79, 102-3; 133:6-7, 11-22, 30-9,

42-4, 48; 134:6-7, 34, 39-40; 135:8-21, 26, 41-6, 51, 59-63;

136:8-9, 15-21, 24-5, 40-1, 46-55, 62-5, 69-72, 77-88; 137:8-11,

18-20, 25, 28, 38-45, 48-57; 138:8-16, 20-8, 35-44; 139:5, 22-30,

34, 38-41; 140:13-9, 24-32, 62-3, 74-80, 91-2; 141:6, 13-7, 21-3,

29, 32-4, 39-40, 44-51; 142:13-4, 18-20, 23-30, 39, 44-5;

143:19-22, 28-41, 44, 49-51, 55-61

McCain, Mr. Fred (PC—Carleton-Charlotte)

Points of order

Bills, 36:6

Documents, 78:43-4

Witnesses, 71:22-3

Ports Corporation Bill (C-92), 71:17-9, 22-3; 72:6-10; 73:63-4;

76:19-23, 33, 36-8, 44-61; 77:14, 20, 23-6; 78:17-21, 33-4, 39, 43-4

Railway Bill (fences—C-227), 36:6

Transport Department estimates

1980-1981, main, 13:35-9; 14:31-4

1981-1982, main, 26:38-44; 30:37-41

1981-1982, supplementary (C), 37:58-60, 93, 100-4; 38:44-9, 87

1982-1983, supplementary (B), 80:12-4

1983-1984, main, 98:46-50

McCallion, Hazel, 30:42-4; 34:8-9

McCannell, Mr. J.E. (Acting Co-ordinator, Grain Transportation Authority)

Western Grain Transportation Bill (C-155), 111:151-66; 127:36-45; 128:131-2; 129:13, 23-7

McClay, Mr. Jack (Past Director, National Farmers Union, Region 8, Peace River, Alberta, and British Columbia)

Western Grain Transportation Bill (C-155), 117:58-62, 65

- McClintock, Mr. G.W.** (Vice President, Continental Grain; Continental Grain Company (Canada) Limited and Arctic Grain Limited)
Western Grain Transportation Bill (C-155), 111:66-9, 76, 83-7
- McCuish, Mr. Lorne** (PC—Prince George-Bulkley Valley)
Railway Bill (fences—C-227), 36:19-20
Transport Department estimates, 1980-1981, supplementary (B), 18:35-8; 19:11
Western Grain Transportation Bill (C-155), 117:72-3, 163-6
- McDermid, Mr. John** (PC—Brampton-Georgetown)
Air Canada 1979 annual report, 20:37-41, 50, 69-72
Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 42:31-3, 56-9; 44:34; 48:45-7, 50, 63-71, 86-9; 49:10-1, 26-31; 50:4, 16-21, 32-3; 52:32-7, 42, 50; 53:8-9, 12-6
Canadian National Railways annual reports 1980 and 1981, 67:24; 69:64, 69-72
Canadian National Railways, pension funds, M. (Mr. Forrestall), 67:24-5
Points of order
Bills, M., 2:27
Harquail remarks, "yahoo", withdrawal requested, 14:9-10
Order of reference, consideration, M., 49:10
Questioning of witnesses, 34:10
Votes, 11:93
Witnesses, 31:5-6, 27
Railway Bill (fences—C-227), 34:9-15, 22-7
References, 14:5, 9-10
Safe Containers Convention Bill (C-21), 2:22, 27
Transport Department estimates
1980-1981, main, 4:28, 32, 38-43; 13:29-32; 14:5, 9-10; 15:26-7, 33-8, 47
1980-1981, supplementary (B), 17:21, 30-5, 51-4, 58-9, 63, 68-70
1981-1982, main, 25:10-4, 38-9, 42, 73-5; 27:24-8, 35-7, 46, 60-6, 94-8, 109; 30:60-1; 31:5-6, 18-21, 27, 33-7, 50
1982-1983, main, 57:15-9, 32-4; 59:23-6; 63:10-2, 17, 25-9
1982-1983, supplementary (B), 80:17, 22-6; 81:21, 35-9, 57-8; 85:36-41
Transportation of Dangerous Goods Bill (C-18), 1:32-5; 2:37; 6:14-6; 7:14-5, 19-23, 40-2, 52-8, 61-2, 91-9, 106-8; 9:7-8, 19-22; 11:38-9, 60-1, 84-9, 93, 97-8, 104-7; 12:23, 29-30, 44-5, 52-4, 61
- McDonald, Mr. Ken** (Deputy Reeve, Rural Municipality of Douglas, No. 436)
Western Grain Transportation Bill (C-155), 113:116-7, 131
- McDuffe, Mr. D.V.** (Canadian Legislative Representative, United Transportation Union, Canadian Railway Labour Association)
Transportation of Dangerous Goods Bill (C-18), 7:55, 60-2
- McGillvray, Mr. Robert A.** (President, Saskatchewan Federation of Agriculture)
Western Grain Transportation Bill (C-155), 115:122-7, 132-5, 138-43
- McGrath, Hon. James A.** (PC—St. John's East)
Transport Department estimates, 1980-1981, main, 4:17-21, 29, 53-4, 58-62
- McInnis, Mr. Ronald** (Chairman, Chaplin and Ernfold Pool Committee)
Western Grain Transportation Bill (C-155), 114:180-2, 187
- McIsaac, Mr. Leo** (Prince Edward Island Federation of Agriculture, Maritime Farmers Council)
Western Grain Transportation Bill (C-155), 119:89-90
- McKell, Mr. Robert** (Secretary, Saskatchewan Wheat Pool, District 6)
Western Grain Transportation Bill (C-155), 114:136, 144, 156, 159-68
- McKelvey, Neil**, *see* Saint John—Port
- McKenzie, Mr. Dan** (PC—Winnipeg-Assiniboine)
Air Canada 1979 annual report, 20:28-32
Safe Containers Convention Bill (C-21), 2:13-8
Transport Department estimates
1980-1981, supplementary (B), 16:24-5; 17:6-11; 18:5-10
1981-1982, main, 24:75-9; 27:42-5; 30:50-6; 31:22-4; 32:32-6; 33:5-10
1982-1983, main, 64:37-40, 43
Transportation of Dangerous Goods Bill (C-18), 1:27-9; 2:30-2; 7:27-31
- McKibbin, Jeannie**, *see* Air Cadet League of Canada
- McKinley, Dr. D.F.** (Director, Research and International Relations Branch, Bureau of Competition Policy, Consumer and Corporate Affairs Department)
Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 40:53-4
- McKnight, Mr. Bill** (PC—Kindersley-Lloydminster)
Air Canada annual report, 1979, 20:63-7
Air Canada annual reports, 1980 and 1981, 66:24-7, 48-9
Canadian National Railways annual reports, 1980 and 1981, 68:46-50, 92-5
Canadian National Railways annual reports, 1982, 96:48-53
Freight rates, Crow's Nest Pass rates, M., 123:35-6
Freight rates, Crow's Nest Pass rates, M. (Mr. Mazankowski) Amdt. (Mr. Benjamin)
Amdt. to amdt., 123:34-5
Points of order
Agenda and procedure subcommittee report, seventeenth, 101:67
Bills, amendments, 122:15-6; 143:51
Bills, report stage, 128:142-3; 129:45-6
M. (Mr. Flis), 129:65
Amdts., 129:68, 78
Amdt. (Mr. Benjamin), 129:70-1
Amdt. (Mr. Mazankowski), 129:67
Documents, 81:22; 93:32
Meetings, 137:55
Questioning of witnesses, 106:30
Ports Corporation Bill (C-92), 76:56
Railway Bill (fences—C-227), 34:5
Transport Department estimates
1980-1981, supplementary (C), 23:33-7, 40, 53-7, 63-4
1981-1982, main, 24:54-9; 25:39-42; 29:21, 32-8; 30:50, 82-7
1982-1983, supplementary (B), 81:21-2, 42-6, 63-6; 83:19-21; 86:36-40
1983-1984, main, 89:25-9; 93:5-11, 27-32, 38-43; 98:51-4, 58
Western Grain Transportation Bill (C-155), 104:22-9; 105:48-52, 67, 97, 122-4, 136-8; 106:30-4, 43, 53, 86-9, 125-7; 107:19-26, 60-2, 78, 104; 113:33-6, 71-2, 138-9, 161-7, 184-8, 213-4; 114:30-1, 126-8, 157, 199-200, 243-4; 115:10, 44-6, 67-70, 83-4, 103-4, 180-1, 184, 199-200; 116:8, 46; 117:21, 102-4, 134-7, 143-4, 168-9; 119:19-22, 59-61, 68, 72, 81; 120:31-4, 57-8, 80-4, 109-11; 121:30-3, 56-9, 88-91; 122:7, 15-6, 40-3, 64-8, 82-6; 123:17-9, 34-5, 61-5, 78-81, 89-96, 100; 124:24-5, 33-6, 56-8, 75-9, 115; 125:14-28, 33, 43-4, 48-9, 52, 60, 64-5, 70, 77-8, 84-8; 126:26-9, 44, 47, 56-8, 65-7, 74-5, 93-4, 99-105, 115, 118-9, 127-8, 133-5; 127:9-13, 21-3, 38-44; 128:10, 17, 28-31, 34, 42-9, 71-5, 81-7, 97-8, 119-21, 126, 130-2, 137, 142-3; 129:18-9, 27-30, 34-6, 40, 45-6, 65-71, 78-9; 130:16-7, 20-3, 28-32; 131:21, 30-1, 39, 70-1; 132:26-7, 48-54, 57-8, 61-3, 78-80, 83-93, 96-9;

McKnight, Mr. Bill—Cont.

Western Grain Transportation Bill (C-155)—*Cont.*

133:37, 40-1, 45-6; 134:12-3, 25; 135:8-9, 27, 36-8, 47, 62;
136:11-3, 22, 31-4, 50, 58-9; 137:45-7, 55-6, 60-3; 138:17-8,
29-31, 34-5, 43; 139:6-7, 13, 30-1, 37, 41-2; 140:15-6, 21-2, 46,
58, 61-2; 141:23-6, 30, 33, 46-50; 142:13, 20-4, 32-3, 37-9;
143:19, 22-30, 34, 37-8, 43-51

McLeish, Mr. Walter M. (Administrator, Canadian Air
Transportation Administration, Transport Department)

References, 17:6; 80:6; 85:37-8

See also Air traffic controllers

Transport Department estimates

1980-1981

Main, 3:9-10, 25, 29-33; 4:39-43, 48-50, 60-1; 15:29-30, 33-8,
41

Supplementary (B), 18:20-4

Supplementary (C), 23:20, 23-6, 39, 42-50, 53, 57, 61-2, 65

1981-1982, main, 24:26, 47, 77-9; 25:12-4, 25-30, 45-6; 27:7-17,
20, 24-45, 49-60, 64-79, 82-3, 89-99, 102-9; 33:36

1982-1983, main, 56:30-1, 39-43; 57:8, 15-22, 28, 32-4; 58:5-17,
20-4, 30-5; 64:17, 31-3

McLennan, Mr. Dennis B. (Manager Liner Department, North
Pacific Shipping Company Ltd.)

Western Grain Transportation Bill (C-155), 117:124-5, 128, 135-6

McLeod, Mr. Allan (Director of Research, Saskatchewan Wheat
Pool)

Western Grain Transportation Bill (C-155), 114:136-8

McMillan, Mr. Ivan (Chairman, Prairie Farm Commodity Coalition)

Western Grain Transportation Bill (C-155), 115:7-11, 26-9, 32,
40-1, 45, 48, 51, 55-7

McMillan, Mr. Thomas (PC—Hillsborough)

Canadian National Railways 1979 annual report, 21:43-7

Transport Department estimates, 1980-1981, supplementary (B),
18:39-42

McNeil, Mr. Don (Vice-President, Western Barley Growers
Association)

Western Grain Transportation Bill (C-155), 108:143-4

McRae, Mr. Paul E. (L—Thunder Bay-Atikokan)

Air transport *Proposed domestic air carrier policy* (unit toll
services), August 1981, 40:85-7

Aviation Safety Board Bill (C-163), 148:17-8, 24

Canadian National Railways annual report, 1979, 21:83; 22:90-7

Canadian National Railways annual reports, 1980 and 1981,
69:68-9

Organization meeting in relation to Standing Orders 69(2) and
(4)(a), 87:11-2

Points of order

Bills, 73:31; 79:41-2

Meetings, 18:24; 76:61

Members, 76:61

Questioning of witnesses, 30:54

Witnesses, 1:11; 2:35-6

Ports Corporation Bill (C-92), 73:30-3, 70-1, 77; 74:33; 76:61, 70-1,
77, 91; 77:27-9, 32; 79:17-8, 34, 41-2

Railway Bill (fences—C-227), 35:35-8; 36:4-6, 20-5, 30-1

Safe Containers Convention Bill (C-21), 2:17

Transport Department estimates

1980-1981

Main, 14:28, 30; 15:38-41

Supplementary (B), 18:17-21, 24

Supplementary (C), 23:20-2

1981-1982, main, 30:22-7, 54-60, 77-8; 32:10, 16-20, 27

1981-1982, supplementary (C), 37:77-81; 38:16-22, 66-71

McRae, Mr. Paul E.—Cont.

Transport Department estimates—*Cont.*

1982-1983, supplementary (B), 85:24-6

1983-1984, main, 93:43-6; 94:31-3

Transportation of Dangerous Goods Bill (C-18), 1:11, 29-32; 2:32-6;
7:36-40, 46-8, 97-8, 108-10

VIA Rail Canada Inc., M. (Mr. Benjamin), 38:66-9

McTague, Mr. T.J. (General Manager, Canadian Industrial Traffic
League)

Western Grain Transportation Bill (C-155), 107:78-92

Meat

Buffalo, 108:184

Domestic market, 108:183-8

Exports, 108:181-3

Marketing, 111:38-9

Packing industry

Decline, 105:71, 91-4, 97-8; 108:31, 81, 174-9, 184-5; 109:102-3,

134; 110:77, 98; 113:19; 114:90-108; 115:120, 136-7

Maritime provinces, 119:91-5

United States comparison, 108:191

Wages, 108:192

Media

Western provinces, control, 108:145-6

See also Air transport—Domestic air carrier policy

Melville, Sask., *see* VIA Rail Canada Inc.—Abandoned lines, Appeals

Members of Parliament

Backbenchers, “nobodies”, 17:54

Term of office, 126:55

Merchant marine, reviving

Canadian Pacific Ltd., Federal Commerce and Navigation fleets,
patriating, 28:22-3

Discussions, Transport Department/shippers, 28:5-6

Shipbuilding industry benefits, Darling report, etc., 4:9-10; 13:13-6,
35-40; 14:16-7; 15:43-5; 18:26-8; 84:19-20, 31-3, 36-8; 86:47-8

Tax incentives, Dominion Marine Association recommendations,
28:28-30

Transport Commission role, 90:50-2

Messier, Mrs. Lydia, *see* Air Canada

Methanol, *see* Hazardous products—Accidents, Winnipeg

Métis, *One and One-Half Men*, Murray Dobbins, 116:75

Metric conversion, *see* Transport Department—Air administration

Mexico, *see* Airports—Ground services; Shipping—Canadian bottoms

Migie, Mr. H. (Director, Food Market Analysis, Agriculture
Department)

Western Grain Transportation Bill (C-155), 103:29-30; 107:11-4;
122:73-4, 91; 124:61-7, 73-7; 125:82, 95-6, 108, 111-2

Milk

Freight rates, blended rates, 110:74, 78-9

See also Feed grain and fodder

Mille-Îles river, Que., *see* Navigation aids—Buoys

Miller, Mr. J.J. (President, B.C. Road Builders Association)

Western Grain Transportation Bill (C-155), 117:94-6, 102-6, 112

Miller, Mr. Jim (Individual, Rockyford, Alta.)

Western Grain Transportation Bill (C-155), 109:163, 179-80, 188-9,
192, 199-203; 144A:128-31

- Miller, Mrs. Ruby** (National Farmers Union, Local 611)
Western Grain Transportation Bill (C-155), 113:76
- Miller, Mr. Ted** (NDP—Nanaimo-Alberni)
Transport Department estimates, 1981-1982, supplementary (C), 38:11-6
- Miller, Thomson, Sedgewick, Lewis & Healy, Barristers & Solicitors**,
see Organizations/individuals appearing and briefs
submitted—Western Grain Transportation Bill (C-155)
- Mills, Mr. Chris** (Manager, Alberta Cattle Commission)
Western Grain Transportation Bill (C-155), 108:73-89
- Milwaukee Railroad Company**, Canadian National Railways option to
buy, 65:24; 68:49-51; 110:15; 119:62-3; 121:18
- Mining Association of British Columbia**, *see*
Organizations/individuals appearing and briefs
submitted—Western Grain Transportation Bill (C-155)
- Mining industry**, Crow's Nest Pass freight rates revision, effects,
117:22-9; 117A:21-6
- Minish, Mrs. Dorothy** (Big Woody Womens Institute)
Western Grain Transportation Bill (C-155), 111:137-40, 146-50
- Mirabel airport**, *see* Montreal
- Miramichi River, N.B.**
Dredging operations, 3:40; 4:55-6; 13:29; 23:645-6; 26:23-8
Navigation aids, 92:25-6, 34
Port, future, 77:7
- Mississauga, Ont.**
CP Rail Nov. 10/79 freight derailment, chemical tanker cars,
chlorine gas danger, CTC inquiry, terms of reference, Grange
report, etc., 1:15-6, 31-2; 2:19-20, 27-8, 37; 4:33; 7:73, 89-90,
101, 105; 9:7-8, 12, 23-5, 28-9, 38-42; 10:13-4, 31; 11:13;
16:19-23, 34-8; 17:27, 43; 21:104-5; 22:86-8; 24:35; 30:42-4
Peel police, role, 9:14-8
Saskatchewan Legislative Assembly May 23/80 resolution, 4:57-8
Railway fences, proposals, 35:12, 15; 36:14
- Mississippi barge system**, 92:21
- Mitchell, Mr. Don** (Member, Research Action Education Centre)
Western Grain Transportation Bill (C-155), 114:46, 59-62, 66-7,
72-4, 79, 82-4, 88-9
- Mitchell, Mr. Fred** (President, Intercontinental Packers Ltd.,
Saskatoon; Canadian Meat Council)
Western Grain Transportation Bill (C-155), 114:91-106
- Mitchell, Mr. John** (Reeve, Rural Municipality of Rossburn)
Western Grain Transportation Bill (C-155), 111:140-51
- Mitchell, Mrs. Margaret** (NDP—Vancouver East)
Points of order, bills, 71:24-5; 75:7
Points of order, witnesses, 71:22; 74:9
Ports Corporation Bill (C-92), 70:10, 16-21; 71:8-10, 20-4; 72:4, 17;
73:9-18, 24, 31-2, 35, 38-9, 54-6, 76; 74:9-13, 26-7; 75:7-13;
76:32-3, 36-40, 43-5, 51-4, 59-61, 64, 71, 76-89; 77:13-4;
78:27-33; 79:18, 44, 48-9
Transport Department estimates, 1980-1981, main, 14:15-7
Transport Department estimates, 1981-1982, main, 26:11-7
Transportation of Dangerous Goods Bill (C-18), 9:10-4, 44-7
Western Grain Transportation Bill (C-155), 117:129-31
- Mitsubishi Corporation** (Japan), *see* Prince Rupert—Ridley Island
- Moncton**, international airport
JETS installation, 27:55
- Moncton**, international airport—*Cont.*
Radar station, range, 27:102-3
See also Transport Department
- Montgomery, Mr. Donald** (Chairman, Council of Unions in the
Aviation Industry, Secretary-Treasurer, Canadian Labour
Congress)
Air transport *Proposed domestic air carrier policy* (unit toll
services), August 1981, 54:5-7, 12-31, 34
- Montgomery, Mr. John** (President, B.C. Timber, Council of Forest
Industries)
Western Grain Transportation Bill (C-155), 117:9-12, 19
- Montreal**
Dorval international airport
Air traffic control equipment, JETS program delay, 18:22-4
Aircraft maintenance, 4:16; 20:27-8
Noise levels, 27:26
Revenues, 4:41-2
See also Air Canada
Economic summit meeting, 26:20-1
Mirabel international airport
Deficits, annual, "white elephant", etc., 27:25-6; 64:18; 91:7-8,
19-20
Dorval airport flights, transferring, 20:75; 58:9-14; 64:6-8, 11-8,
22-4; 64:47; 66:6-8, 24-5
Freight centre, future use, suggesting, 27:27; 66:11-2; 66:38-40
Fuel tax, provincial, Levasseur report, etc., 88:48-9; 89:35; 91:8
General aviation, access, 31:66
Land assembly, peripheral holdings, expropriated land disposal,
etc., 64:9-10, 24-5
Landing fees, 64:16-7; 91:7
Rail/road access, 23:38-9; 35:53-4
Rental space, costs, 66:38
Revenues, accounting method, 4:41-3, 62-3; 15:34
Safety standards, 27:26
See also Aircraft—Dash-7
Port
Advisory board, directors board, authority, 28:18-9
Debt, write-off, 28:24-5
Development, Desjardins-Sauriol contract, 26:20-1
Directors board, 76:55, 58
Expansion and renovation, DREE, CMHC role, etc., 3:16; 4:16-7;
13:10-3; 17:19
Fire prevention, ice control, helicopter crews, etc., 26:16-9
Local port corporation application, 92:29
Revenues, 28:13-5
See also Dart Containerline Co. Ltd.
Urban transportation, commuter services, 15:6; 21:8, 18, 42; 22:80;
25:10
See also Air transport; Navigation aids—Buoys; Newfoundland
Steamship Limited Company; VIA Rail Canada Inc.—Repairs
- Moore, Mr. Donald** (President, Columbia Containers Ltd.)
Western Grain Transportation Bill (C-155), 117:121-4, 127-9,
132-7, 140, 144
- Morin, Mr. Arthur** (Individual, Grandview, Man.)
Western Grain Transportation Bill (C-155), 146A:64
- Morken, Mr. Bud** (Vice President, Saskatchewan United Grain
Growers; Executive Member, Saskatchewan Federation of
Agriculture)
Western Grain Transportation Bill (C-155), 111:34; 115:127, 133,
137-40
- Morris, Mr. Jim** (General Manager, Hog Marketing Commission)
Western Grain Transportation Bill (C-155), 115:172-5, 178-82

Morrisburg, Ont., *see* Shipping—Seaman training school

Morrison, Mr. Angus C. (President and Chief Executive Officer, Air Transport Association of Canada)
Aviation Safety Board Bill (C-163), 147:20, 38

Mortlach Local of Saskatchewan Wheat Pool, *see*
Organizations/individuals appearing and briefs
submitted—Western Grain Transportation Bill (C-155)

Motor Transport Administrators Conference, *see* Hazardous
products—Legislation

Motor Vehicle Transport Act, amending, 29:9

Mount St. Helens, Wash., *see* United States—Dredging operations

Mousseau, Mr. Fernand (Director General, Finance (Air), Transport
Department)
Transport Department estimates, 1982-1983, main, 58:18-20

Mozerky, Mr. Kenneth A. (Director, Economic and Social Research,
Transport Commission)
Transport Department estimates, 1982-1983, main, 65:31-4

Mulder, Mr. Nick (Administrator, Canadian Surface Transportation
Administration, Transport Department)
Transport Department estimates, 1982-1983, supplementary (B),
81:7-69; 85:23-4; 86:13, 36, 40-4, 51
Transport Department estimates, 1983-1984, main, 88:15, 54-5;
93:5-46; 98:8-10, 37, 44, 52-5, 58
Western Grain Transportation Bill (C-155), 104:19-20, 28-9; 107:9,
25, 42, 46-7, 61; 121:88-9; 122:72-3, 83, 90-1; 124:39; 126:42-3,
77

Municipal Grants Act, grants in lieu of taxes, *see* Ports
Corporation—Local port corporations

Municipalities, transportation of hazardous products
Advisory council, representation, 7:102, 111
Building permitted adjacent to main routes, 7:103-5
Contingency plans, individual communities, 7:82-3
Emergency Measures training, 7:51, 81-2, 89-90, 108
Federal-provincial-municipal co-operation, 7:82-3, 88; 9:35
See also Hazardous products—Inspection
Fire departments, role, 7:89, 95-6, 101, 108; 9:37-40
Information sharing, advance notification to local police, Telex
system, etc., 7:81-3, 88-9, 93-7, 100-1, 105-7; 9:19-20, 41;
16:40-1
Legislation, position, 7:82-4, 101
National municipal commission, establishing, 7:83, 94
Rerouting
Feasibility, 7:92-3, 97-9; 37:87
Railway track relocation, Etobicoke, Toronto examples, CN/CP
Rail co-operation, etc., 7:83, 86-7, 104-5, 108-10
Truck routes, designation, bypasses, funding, etc., 7:82-5, 90-1
Wide/heavy loads, existing procedures, adapting, 7:91, 94-6
Speed regulation, 7:105
Spills, clean-up costs, 10:38-9
Water contamination, 7:82, 102-3
Workshop, Halifax, June 1980, 7:81-3
See also Airports; Highways and roads—Damage

Murphy, Mr. Rod (NDP—Churchill)
Canadian National Railways 1979 annual report, 21:53-8

Murray, Mr. R. (Traffic Manager, Shipping Federation of Canada)
Transportation of Dangerous Goods Bill (C-18), 5:8, 15

Murray, Mr. Victor (Individual, Young, Sask.)
Western Grain Transportation Bill (C-155), 116:31-3, 46-7;
144A:132-3

Murta, Mr. Jack (PC—Lisgar)
Canadian National Railways 1979 annual report, 21:95-101, 116
Points of order, documents, 110:9, 39
Points of order, questioning of witnesses, 21:101
Transport Department estimates, 1981-1982, main, 25:14-7
Western Grain Transportation Bill (C-155), 104:20-2, 50; 105:23,
26-9, 94-5, 134, 141; 106:9-12, 52-4, 97-100; 110:9, 37-9, 49,
66-9, 81, 86-8, 126; 111:37, 101, 115, 134-6, 147-8, 155-7,
173-4, 179; 113:53, 116, 126, 172-5, 214-5; 114:35-6, 106, 132-3,
217-8; 115:40-2, 106-7, 127, 152-5; 120:49-52, 98-100;
121:59-60; 122:28-33, 51-6, 98-9; 123:66-8; 126:33-4; 130:21

My Own Brand, *see* Horner, Hon. J.H.—References

Nakina, Ont., *see* CN Rail

Nanaimo, B.C., Duke Point lumber port development, 38:11-3, 31

Nasi, Mr. W.S. (Acting Assistant Director, Rail Services Analysis,
RTC, Transport Commission)
Transport Department estimates, 1981-1982, supplementary (C),
37:84-5

National Council of CN Pensioners Associations
Background, membership, etc., 67:6
See also Organizations/individuals appearing and briefs
submitted—Canadian National Railways annual reports

National Energy Program, 110:129-30, 137

National Farmers Union
Membership, 109:41, 50, 54-5; 113:28-30
Unity, 113:11, 97
See also Agriculture—Policy; Farm income; Freight rates—Crow's
Nest Pass rates, Gilson task force; Organizations/individuals
appearing and briefs submitted—Western Grain Transportation
Bill (C-155)

National Farmers Union, District 1, Region 6, *see*
Organizations/individuals appearing and briefs
submitted—Western Grain Transportation Bill (C-155)

National Farmers Union, District 2, Local 620, *see*
Organizations/individuals appearing and briefs
submitted—Western Grain Transportation Bill (C-155)

National Farmers Union, District 2, Local 640, *see*
Organizations/individuals appearing and briefs
submitted—Western Grain Transportation Bill (C-155)

National Farmers Union, District 3, *see* Organizations/individuals
appearing and briefs submitted—Western Grain Transportation
Bill (C-155)

National Farmers Union, District 6, *see* Organizations/individuals
appearing and briefs submitted—Western Grain Transportation
Bill (C-155)

National Farmers Union, District 6, Region 6, *see*
Organizations/individuals appearing and briefs
submitted—Western Grain Transportation Bill (C-155)

National Farmers Union, Local 505, District 6, *see*
Organizations/individuals appearing and briefs
submitted—Western Grain Transportation Bill (C-155)

National Farmers Union, Local 516, *see* Organizations/individuals
appearing and briefs submitted—Western Grain Transportation
Bill (C-155)

National Farmers Union, Local 611, *see* Grain—Production;
Organizations/individuals appearing and briefs
submitted—Western Grain Transportation Bill (C-155)

National Farmers Union, Local 613, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

National Farmers Union, Local 616, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

National Farmers Union, Local 617, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

National Farmers Union, Local 620, Region 6, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

National Farmers Union, Local 625, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

National Farmers Union, Local 628, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

National Farmers Union, Local 631, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

National Farmers Union, Local 633, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

National Farmers Union, Local 635, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

National Farmers Union, Local 636, Region 6, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

National Farmers Union, Local 638, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

National Farmers Union, Local 647, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

National Farmers Union, Local 649, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

National Farmers Union, Local 650, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

National Farmers Union, Local 805, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

National Farmers Union, Marquis, Sask., *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

National Farmers Union, Region 5, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

National Farmers Union, Region 7, Alta., *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

National Farmers Union, Region 8, Peace River, Alta., and B.C., *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

National Farmers Union, Spiritwood, Sask., *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

National Harbours Board, *see* Harbours Board

National Harbours Board Act, amending, 13:21

National Pensions Conference, 67:14

National Sea Products Limited (Halifax), 21:72-3

National Transportation Act

Preamble, 121:47

Updating, 72:15; 92:21

See also Freight rates—Crow's Nest Pass rates, Legislation, Variable rates; Railways—Fences; Transport Commission—Mandate; VIA Rail Canada Inc.—Abandoned lines

National unity, *see* Freight rates—Crow's Nest Pass rates, Revision

Native people, aboriginal rights, 112:71

Natural gas, 108:156

Natural resources

Exploitation, handing over to international interests, 116:54, 58

Processing in Canada, 112:34

Sales, lost, 110:38-9

Transportation, freight rates, etc., 103:28, 31; 104:18; 106:20, 102-3; 107:62, 69; 108:38, 51, 157, 164; 109:110-1; 110:12-3, 17; 111:109-10; 112:24, 42, 73; 113:143-4, 179; 114:54, 139; 115:88-90, 95, 118; 117:85, 95, 98, 170-2

Grain producers subsidizing, 113:51

Railways, vested interests, 113:13-4

Navigation aids

Bulk procurement, 91:26

Buoys, des Prairies river, Mille-Iles river, Whitehorse Rapids, Que., accident, 3:25-7, 41

Buoys, Montreal, 3:15-6

Frequency directional finder, *see* Airports—Brandon

Instrument Landing System (ILS) *see* St. John's airport

Joint en route terminal system (JETS), 25:14; 27:7-9; 31:9-10, 13-5, 33-4, 38, 45-6, 79; 57:32-3

See also Montreal—Dorval

Loran-C systems, 1:17; 24:63-4; 25:46-9; 38:11

Navigation tender boats, 92:7-8

Precision Approach Radar (PAR) system, *see* Airports—Torbay; St. John's—Airport

Radar modernization program (RAMP), 27:9-10, 15-6, 65, 95; 31:9; 56:20; 91:14-5

See also Airports; Moncton international airport;

Vancouver—International airport—Port

Side looking airborne radar, *see* Atmospheric Environment Service

Visual approach strobe indicator system (VASIS), 27:108-9

See also Airports—Gagnon—Schefferville; Miramichi River

Nedjelski, Ms. Margaret L. (Individual, Kelvington, Sask.)
Western Grain Transportation Bill (C-155), 144A:134-5

Neil, Mr. Douglas (PC—Moose Jaw)

Points of order

Bills, 120:117; 122:10-1; 132:65-7

M. (Mr. Flis), 129:61

Amdt., 129:65-6

Documents, 118:86

Neil, Mr. Douglas—Cont.

Points of order—Cont.

Ministers, 122:10

Printing, 109:104

Recording equipment, 110:59

Western Grain Transportation Bill (C-155), 104:9-13; 105:55-7, 129-30; 106:49-51, 90-3; 107:20, 40-4, 76-7; 108:30-1, 59-61, 168-70; 109:28-30, 104, 117-9; 110:59, 97-100, 139; 111:33-4, 83-4, 96-9, 171-3; 112:37-40, 57-60; 113:24-6, 194-5, 218; 114:141-3, 206, 240-1; 115:52-4, 82-3, 115-6, 114-5, 165-6; 117:60; 118:8, 28-32, 67-9, 86-9; 119:33-6, 80, 98-9, 120-2, 131-2; 120:46-8, 93-4, 117; 121:39, 48-9, 78-80; 122:10-1, 37-9, 62, 75, 96-8; 123:14, 19-20, 37, 56-7, 79, 96; 124:40-1, 54-5, 74, 79, 97-9, 102, 116; 125:21, 87-8; 126:37-42, 48-54, 59, 102, 107-8; 127:17, 23, 30, 34, 41-2; 128:13-5, 31-3, 41-2, 78-9, 103, 111-3, 125, 140; 129:19-21, 48, 52, 61, 64-5; 130:18-9; 131:25-6, 29-31; 132:65-7, 97-8; 133:11, 39, 47; 135:14-5, 26-9, 38, 46-7; 136:14-5, 26-30, 35-6, 61; 137:25-9, 55; 138:12, 22, 27-8, 34, 42, 45; 139:12-4, 17, 20-1, 29; 140:51-2, 59; 141:6-7

Neil report, *see* Railways—Branch lines

Nelson, Mr. Norman (Individual, Beechy, Sask.)

Western Grain Transportation Bill (C-155), 144A:156

New Brunswick, *see* Air transport—Regional carriers; CN Marine

Inc.; CN Rail; Harbours, wharves and breakwaters; Highways and roads; Lead/zinc industry

New Democratic Party

Press release, prejudging work of Committee, 125:91-2

See also Freight rates—Crow's Nest Pass rates

New Democratic Party (Alta.), *see* Organizations/individuals

appearing and briefs submitted—Western Grain Transportation Bill (C-155)

New Democratic Party Caucus of the Saskatchewan Legislature, *see*

Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

New York City, *see* Pilgrim Airlines—Ottawa**Newfoundland-Labrador**

Air travel tax credit, residents, 27:104

Greenspond causeway, 24:71-4; 30:70-1; 98:49-51

Railways, *see* Terra Transport

See also Airports—Fogo Island; CN Marine Inc.; Highways and roads

Newfoundland Steamship Limited Company, Montreal-St.

John's/Cornerbrook operations, subsidies, etc., 61:33-5

Niagara Falls, Ont., freight derailment, 16:40; 17:42-4**Nicholson, Miss Aileen** (L—Trinity; Parliamentary Secretary to Minister of Consumer and Corporate Affairs and Postmaster General)

Railway Bill (fences—C-227), 36:28-9

Nicholson, Mr. William (Individual, Shoal Lake, Man.)

Western Grain Transportation Bill (C-155), 112:20-3, 39; 144A:136-9

Nickerson, Mr. Dave (PC—Western Arctic)

Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 44:37-40; 46:31-3; 50:26-9

Nicol, Mr. F.C. (Manager, Shipping Federation of Canada)

Transportation of Dangerous Goods Bill (C-18), 5:16

Nigeria, transportation policy, 25:72-3**Nimchuk, Mr. Dennis** (Hazelbridge, Man.; Secretary, Manitoba Pool Elevators Sub-district 803)

Western Grain Transportation Bill (C-155), 112:41-2, 58-60

Nisbet, Mr. Walter (Member, National Farmers Union, District 3; Secretary, Ardock Co-operative Farm Limited)

Western Grain Transportation Bill (C-155), 113:49-50; 114:238-44

Norcanair

Competition, 49:62

Saskatchewan, provincial takeover, 49:55-6, 60-4

Subsidies, 90:21-3

Nordair Limited

Air Canada, CP Air, relationship, competition, etc., 42:70-9, 82-3; 49:17; 98:25

Air Canada January 1979 purchase, 3:38-9; 15:23; 16:26-7; 20:7; 24:22-4; 27:74; 49:43; 51:73; 53:9-10, 13; 98:24-6

Bilingualism, 33:22-3

Charter operations, 42:84

Fleet, 42:88

Future, 42:72-3, 94

Ontario operations, 51:61, 70-1

Operating costs, profits, 42:88-9

Public/private ownership, 42:70-3, 90-1; 47:28

Quebecair, merger, Que. operations, 15:31-3; 20:37-8; 27:22-3; 33:19-21; 42:87-8; 43:12, 22-3; 49:43-4; 88:30

Regional carriers, policy, relationship, etc., 42:66-9, 73-5, 78-83, 89-92

Routes

Competition, etc., 42:66-8, 76-82, 85-6, 100, 104-5

Consolidating, 20:23-4

Transport Commission applications, 42:78-9

Strikes, May 14-31/81, ticket clerks acting as flight attendants, 33:23

Strikes, July 26/82 clerical/technical workers, 85:24-5

Subsidies, 85, 88

See also Atmospheric Environment Service; Hamilton;

Organizations/individuals appearing and briefs submitted—Air transport *Proposed domestic air carrier policy*

Norontair

Operations, ownership, subsidies, etc., 51:60, 68-70; 90:21-3

Status, 50:32-3

Study, 88:31

Norquay, Pelly, Arran, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)**Norris, Mr. M.C.** (President and Chief Executive Officer, British Columbia Railway)

Western Grain Transportation Bill (C-155), 117:153-69

North Battleford, Sask., *see* Airports**North Pacific Shipping Company Ltd.**, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-151)**North Water Navigation Limited**, *see* Icebreaking**Northern Alberta Railway**, Canadian National Railways takeover, 30:76-7; 68:79-80; 121:10**Northern Canada**, *see* Air Canada; Air transport; Airports; Bradley Air Services/First Air—Operations; CP Air; Northwest Territorial Airways Limited—Operations; Pacific Western Airlines; Transportation—Cost sharing; Wardair International Ltd.;**Northern Ontario**, *see* VIA Rail Canada Inc.

Northern Pottery Company, Chapeau, Ont., rail service cutback, 16:16-7; 17:55

Northern Sales Company Limited, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

Northwest Territorial Airways Limited

Fares, 44:20-1

Fleet, 44:20, 32, 47

International operations, 44:15

Routes, 44:15-9, 25-6, 34, 38-9, 47

See also CP Air; Organizations/individuals appearing and briefs submitted—Air transport *Proposed domestic air carrier policy*

Nova Scotia

Industrial expansion, transportation, effects, 21:72-3

See also CN Marine Inc.—Mainland-Nfld.

Nova Scotia Department of Transportation, *see*

Organizations/individuals appearing and briefs

submitted—Western Grain Transportation Bill (C-155)

Nowlan, Mr. Patrick (PC—Annapolis Valley-Hants)

Air Canada annual report, 1982, 95:5, 8-18, 30-4, 38-9, 50-3, 63-4; 97:4-11, 15, 20, 25-6

Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 40:16-20, 49, 58-61, 67-71; 41:14, 19-25, 38-41; 42:9-12, 34, 43-6, 89-93; 43:10-3, 24; 44:31-7, 43-5; 34:4, 18-26, 45-50; 46:10-6, 20-1, 43-5, 54-62, 80-1, 85, 94-5; 47:13-7, 24; 48:24, 28-9, 33, 48-9, 71-5, 86; 49:8-13, 44-8, 51-4; 51:25-30, 45, 51-5, 58, 72-6; 52:13-6, 30, 48-50; 53:6-9, 15-7

Aviation Safety Board Bill (C-163), 147:6, 9-11, 18-9, 29, 33-5, 38-40; 148:13-4, 17-9, 21-32

Canadian National Railways annual reports, 1980 and 1981, 67:10-2, 18-9; 68:11-8; 69:19-24, 47, 52, 55, 62-7

Canadian National Railways annual reports, 1982, 96:7, 39-48, 53-5; 100:7-9, 14-5; 101:8-9, 44-8

Organization meeting in relation to Standing Orders 69 (2) and (4) (a), 87:5-8, 11, 14-24

Points of order

Agenda and procedure subcommittee reports

Ninth, 56:25-6

Tenth, M., 64:3-4

Eleventh, amdt., 69:5-6

Fourteenth, M., 90:7-9

Amdt., 90:38-9

Sixteenth, 101:60-2

Amdt., 101:61-2

Seventeenth, 101:70

Documents, 40:16-7, 49, 69; 45:4, 20; 95:11, 14-5, 30, 33-4 M., 48:24

Election of Chairman and Vice Chairman, Ms. (Messrs. Bockstael, Turner), 87:5

Estimates, 85:47

In camera meetings, 100:14-5; 101:57-9

Meetings, 53:6-7; 90:7-9; 95:5-6; 96:53

Members, 87:7-8

Order of reference, debate, 46:20

Questioning of witnesses, 48:28; 83:13; 92:12-6

Witnesses, 52:30; 100:9

M., 97:25

Ports Corporation Bill (C-92), 72:28-33

Transport Department estimates

1981-1982, supplementary (C), 37:9-15, 58-60, 63-9, 104

1982-1983, main, 56:7-13, 25-6; 57:11-4, 23, 29-31; 58:5-9; 61:25-32; 62:4-5, 19-23; 64:5-11, 40-6

1982-1983, supplementary (B), 80:5-9, 28-33, 81:6-7, 21-7, 47, 62; 82:4-5; 83:4-7, 13, 24-7; 85:5-10, 14, 47; 86:14-9, 47-9, 52

Nowlan, Mr. Patrick—Cont.

Transport Department estimates—*Cont.*

1983-1984, main, 88:7-13, 23, 33-4; 89:29, 33-7; 90:7-14, 24-5, 39-45, 51-2; 92:10-7, 26-31, 34; 93:11-8; 94:4-11; 98:11-9, 41-5, 55-8

Nuclear waste, *see* Radioactive material

Nystrom, Mr. Lorne (NDP—Yorkton-Melville)

Point of order, documents, 118:86

Western Grain Transportation Bill (C-155), 118:46-7, 72-5, 86

Oberg, Mr. Dennis (National Farmers Union, Region 7, Alta.;

Farmer, Forestburg)

Western Grain Transportation Bill (C-155), 109:46-7

Oberg, Mr. John (Regional Co-ordinator, National Farmers Union, Region 7, Alta.)

Western Grain Transportation Bill (C-155), 109-40-2, 48, 64-72

Oberle, Mr. Frank (PC—Prince George-Peace River)

Canadian National Railways 1979 annual report, 22:43-8

Transport Department estimates, 1981-1982, main, 24:9-15;

25:18-23; 27:104-8

Transport Department estimates, 1981-1982, supplementary (C), 38:23, 40-4, 80-3

Obstacles report, *see* Disabled and handicapped

Ocean Ranger (Mobil Oil drilling rig, Hibernia well), Feb. 15/82

sinking, Hickman federal-provincial joint inquiry, 56:12-3; 84:11, 46; 86:4; 87:19-24

Official languages policy/bilingualism, *see* Fredericton; Nordair; Transport Department

Offshore development, skilled labour, attracting, 13:17-8

Oil and Gas Bill (C-48), Transport Department jurisdiction, 38:16

Oil and gas exploration

Beaufort Sea, Dome Petroleum activities, dredging, etc., 13:37-8; 24:50-1; 26:27-8

Drilling rigs, platforms, etc., safety, COGLA-Transport Department jurisdiction, 24:51-2; 88:58-63

See also *Ocean Ranger*

Emergency response plans, 84:11-3

Japan, activities, 24:50-2

Manpower, Canadian training, 24:52-3

Slowdown, 92:7

Oil and oil products

Bulk transportation, 8:13

Crude oil shipments, east coast, 26:14

Diesel fuel, previous Clark government proposed tax, 21:38-9

Gasoline, 4:22; 8:22; 37:51

Imports, Mexico, *see* Shipping—Canadian bottoms

Marine fuel, *see* Shipping

Refineries, firefighting arrangements, emergency 24-hour information service, 8:21-4

Tankers, *see* Icebreaking

See also Air transport—Fuel; CP Rail; Grain transportation; *Ocean Ranger*

Oil Pollution Compensation Fund, *see* Maritime Pollution Claims Fund

Oilseed Products Minimum Compensatory Rate Review, D.R. Allen, 111:52-3, 57; 126:16-7, 21, 26-9

Oilseeds

Processing, 108:22; 110:20-1, 30

See also Canola

Olds, Alta., *see* Agricultural College

Olds & District Chamber of Commerce, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

Oliver, Mr. Allan R. (Individual, Aneroid, Sask.)
Western Grain Transportation Bill (C-155), 144A:140-1

Olivier, Mr. Jacques (L—Longueuil)
Air Canada annual report, 1982, 95:5, 11-5, 26-7, 31, 34-8, 42-8, 52-4, 62-3; 97:7, 11-5, 19, 22-6
Canadian National Railways annual report, 1982, 96:5-6, 16-23, 31, 40, 44, 54-5; 100:7-12; 101:55
Points of order
Documents, 95:11, 15, 34-5; 96:54
In camera meetings, 100:11-2
M., 100:11
Meetings, 95:5; 97:4
Witnesses, 96:6, 44; 100:9-11
Ports Corporation Bill (C-92), 77:12-3

Olson, Senator H.A. (Bud) (L—Minister of State for Economic Development)
References, 24:11-5

One and One-Half Men, *see* Métis

One Time Crow Association Incorporated, *see*
Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

Ontario, *see* Air Canada; Air transport; Airports—Remote areas; CP Air; Hazardous products—Legislation; Nordair Limited; Railways; VIA Rail Canada Inc.

Ontario and Quebec Railway Company, *see* Canadian Pacific Ltd.—Subsidiaries

Ontario Council on Pensions, 67:14

Ontario Federation of Agriculture, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

Ontario Government, Transportation and Communications Department, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

Ontario Hydro, *see* Radioactive material—Nuclear waste

Ontario Northland Railway, 17:49; 19:58-9; 21:79-80

Ontario Occupational Health and Safety Act, *see* Hazardous products—Legislation

Ontario Transportation and Communications Ministry, *see*
Organizations/individuals appearing and briefs submitted—Air transport *Proposed domestic air carrier policy*

Operation lifesaver, *see* Railways

Opheim, Mr. Cecil (President, National Farmers Union, Local 638)
Western Grain Transportation Bill (C-155), 113:62, 77

Opinion, *see* Transportation—Policy

Orask, Mr. Paul (Chairman of Crow Committee, Palliser Wheat Growers Association)
Western Grain Transportation Bill (C-155), 115:13-6, 33-4, 42-5, 53-4

Orders of reference

Abandoned Railway Lines Bill (C-221), subject matter, 34:3

Orders of reference—Cont.

Air Canada annual reports, 20:3
Air transport, domestic air carrier policy, *Proposed domestic air carrier policy* (unit toll services), August 1981, 40:3; 52:3
Aviation Safety Board Bill (C-163), 102:3
Canadian National Railways annual reports, 21:3
Central Canada federal transportation policies and programs, 35:3
Committee, travel, 11:3
Estimates
1980-1981
Main, 3:3
Supplementary (A), 1:4
Supplementary (B), 16:3
Supplementary (C), 23:3
1981-1982, main, 24:3
1981-1982, supplementary (C), 37:4
1982-1983, main, 56:3
1982-1983, supplementary (B), 80:3
1983-1984, main, 88:3
Organization meeting in relation to Standing Orders 69 (2) and (4) (a), 87:3
Ports Corporation Bill (C-92), 70:3
Railway Bill (fences—C-227), 34:3
Safe Containers Convention Bill (C-21), 2:3
Transportation of Dangerous Goods Bill (C-18), 1:4
Western Grain Transportation Bill (C-155), 103-3; 105:3

Organizations/individuals appearing and briefs submitted

Air Canada annual reports
Air Canada, 20:6-94; 66:4-52; 95:5-65
Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981
Air Canada, 46:52-97; 46A:1-52
Air Chicago (Chicago Ill.), 47:8-18, 23-4, 33-44
Air Transportation Administration, 40:7-34; 41:4-45
Alliance of Canadian Travel Associations, 48:58-88
Baldwin, Mr. J.R., 51:20-5, 28, 32-3, 39-40, 44, 52-8
Bradley Air Services/First Air, 44:9-15, 20, 23-9, 32-4, 37, 40-6
Brenner, Mr. Melvin A., 48:13-8, 30-4, 39, 42, 46-9, 52-3, 56
CP Air, 45:4-51
Canadian Labour Congress, 54:5-34; 54A:1-4
Consumer and Corporate Affairs Department, 40:35-61
Consumers' Association of Canada, 47:4-8, 17-35, 40-1
Eastern Provincial Airways, 42:35-65
Economic Council of Canada, 40:62-74, 77-95
Fugère, Mr. J.M., 52:31-51
Institute for Transportation Studies, 53:4-17
Joedicke, Mr. Robert J., 48:24-7, 43-5, 48-54
Johnston, Mr. F.J.H., 51:11-4, 28-9, 34-41, 44-5, 51-8
Jordan, Mr. William A., 51:14-20, 30-6, 39-53, 56-9
Manitoba Highways and Transportation Department, 50:4-34
Methaisel, Mr. Dennis F.X., 48:18-24, 34-7, 44-5, 54-6
Nordair Limited, 42:66-106
Northwest Territorial Airways Limited, 44:15-20, 25-7, 32-41, 44, 47
Ontario Transportation and Communications Ministry, 51:59-80
Pacific Western Airlines Limited, 42:5-35
Pulsifer, Mr. Roy, 48:6-13, 29-30, 39-40, 43-4, 50-1, 56-7
Quebecair, 43:4-24
Saskatchewan, 49:55-71
Schultz, Mr. Richard, 52:6-28
Stanbury, Mr. W., 51:5-11, 26-35, 41-2, 45-7, 50, 53-4, 57-8
Time Air Limited, 44:4-9, 20-3, 29-34, 39-45
Transport Commission, 49:6-54; 49A:1-2
Wardair Ltd., 46:5-18, 21-51
Aviation Safety Board Bill (C-163)
Aircraft Operations Group, 102:9-10, 14-7, 21-2

Organizations/individuals appearing and briefs...—Cont.**Aviation Safety Board Bill (C-163)—Cont.**

- Canadian Airline Pilots Association, 102:5-9, 12-4, 17-9, 22-5, 29-33
- Canadian Owners and Pilots Association, 102:10-1, 15-6, 21-4
- Canadian National Railways annual reports
- Canadian National Railways, 21:6-120; 22:5-124
- 1980-1981
- Canadian National Railways, 68:5-97; 68A:1-59; 69:7-74; 69A:1-43, 53-97
- Canadian Railways Employees' Pension Association, 67:5-38; 69A:108-170
- National Council of CN Pensioners Associations, 67:5-38; 69A:44-52

Ports Corporation Bill (C-92)

- Vancouver Board of Trade, 73:48-55, 64-9, 73-8, 81-2

Railway Bill (fences—C-227)

- CP Rail, 35:6-40; 36:5-28
- Canadian National Railways, 35:21-2; 36:12-28
- Collenette, David, 34:5-9, 18-27
- Hamilton-Wentworth Regional Municipality, 34:10-27
- Railway Association of Canada, 36:4-31; 36A:1-2

Transport Department estimates

- 1980-1981, supplementary (B), VIA Rail Canada Inc., 19:5-81
- 1981-1982, main
- Canadian Air Traffic Control Association Inc., 31:7-24
- Canadian Airline Pilots Association, 31:28-52
- Canadian Owners and Pilots Association, 31:52-83
- VIA Rail Canada Inc., 32:4-70
- 1981-1982, supplementary (C)
- Harbours Board, 38:24-5, 28-9, 34-5, 41-4, 47-9, 59, 78-9
- Transport Commission, 37:61-104
- VIA Rail Canada Inc., 37:5-60
- 1982-1983, main
- Canadian Union of Professional and Technical Employees, 63:4-30
- Harbours Board, 59:4-9, 14-6, 20-9; 60:4-6, 9-19, 22-5, 29-32
- Transport Commission, 65:5-49
- 1982-1983, supplementary (B), VIA Rail Canada Inc., 82:4-53; 82A:1-4; 83:4-30
- 1983-1984, main, VIA Rail Canada Inc., 94:4-43

Transportation of Dangerous Goods Bill (C-18)

- Atomic Energy Control Board, 7:26-51; 7A:3-10
- Canadian Association of Chiefs of Police, 9:4-30; 9A:1-7
- Canadian Association of Fire Chiefs, 9:30-47; 9A:17-27
- Canadian Manufacturers' Association, 6:4-35; 6A:1-14
- Canadian Railway Labour Association, 7:51-80; 7A:11-25
- Federation of Canadian Municipalities, 7:80-110
- Lukasiewicz, Professor Julius, 7:6-26; 7A:1-2
- Petroleum Association for Conservation of the Canadian Environment, 8:4-26
- Shipping Federation of Canada, 5:4-21; 5A:1-30

Western Grain Transportation Bill (C-155)

- Action Group for Crow Retention, 114:58, 67-71, 77-8, 86-8; 146A:112-126
- Adamack, Mr. Bill, 116:17-20; 144A:1-3
- Agriculture Department, 105:6-63; 107:11-4; 122:73-4, 91; 124:61-7, 73-7; 125:82, 95-6, 108, 111-2
- Alberta Cattle Commission, 108:70-89; 108A:46-70
- Alberta Cattle Feeders Association, 108:102-11, 115-7; 108A:85-104
- Alberta Federation of Labour, 109:120-39; 109A:77-86
- Alberta Feed Grain Users Association, 108:101-2, 108-9, 112-3, 117-8; 108A:73-84
- Alberta Forest Products Association, 145A:1-2
- Alberta Government, 108:8-40; 108A:1-21; 146A:165-208

Organizations/individuals appearing and briefs...—Cont.**Western Grain Transportation Bill (C-155)—Cont.**

- Alberta Pork Producers Marketing Board, 108:119-34; 108A:105-18
- Alberta Soft White Spring Wheat Growers, 108:138-44, 150-4; 108A:169-71
- Alberta Swine Breeders Association, 108:120-1, 135; 108A:119-20
- Alberta Wheat Pool, 109:6-40; 109A:1-31; 120:101-2; 120A:1-19; 146A:127-8
- Alberta Wheat Pool Sub-Committee 603, 109:104-19
- Allstate Grain Company Ltd., 117A:14-20
- Anderson, Mr. Lloyd, 116:83-5
- Anglican Church Diocese of Qu'Appelle, 114:192, 205
- Ardock Co-operative Farm Limited, 114:238-44
- Argue, Mr. Cliff, 116:42-4; 144A:5-7
- Atkinson, Ms. Leta, 144A:8-16
- Atkinson, Mr. Roy, 116:53-5, 69-75
- Atlantic Sugar Limited, 145A:3-38
- Baker, Mr. Clarence, 112:43-6, 59-60
- Banks, R.L., 121:5-40
- Bavy, Mr. Ross J., 146A:2
- Bell, Mr. R.H., 146A:3
- Benson, Mr. Donald T.J., 146A:4-6
- Blanchard, Ms. Gloria, 144A:18-9
- Boehm, Mr. Terry, 116:5-8; 144A:20-3
- Bothner, Mr. Richard, 116:48-50; 144A:24-6
- British Columbia Chamber of Commerce, 117:68-78
- British Columbia Government, Ministry of Transportation and Highways, 117:144-5; 117A:81-96
- British Columbia Railway, 117:153-69; 117A:97-112
- British Columbia Road Builders Association, 117:94-6, 102-6, 112; 117A:36-40
- Broad Valley and Fisher Branch Pool Locals, 145A:39
- Brotherhood of Locomotive Engineers, General Chairmen's Association in Canada, 146A:164
- Brown, Mr. Donald E., 146A:7
- Brown, Mr. Neil, 112:67-9
- Bullock, Mr. Bob, 116:82-3, 91-2
- Burns Foods Limited, 108:174-93; 108A:177-9
- Burton, Mr. Blaine, 112:33-5
- Burton, Mr. John S., 116:40-2, 45-6; 144A:27-35
- Campbell, Mr. Jim, 116:9-11, 24-6
- Canadian Agricultural Movement, 112:5-8, 12-9; 115:121-2, 127-33, 141-5
- Canadian Alfalfa Dehydrating Industry, 113:206-12, 216-9
- Canadian Cattlemen's Association, 105:65-98; 105A:1-11
- Canadian Chamber of Commerce, 114:219-35; 114A:1-6
- Canadian Chemical Producers' Association, 108:155-6, 159-74; 108A:172-3
- Canadian Conference of Teamsters, 145A:40-3
- Canadian Export Association, 107:62-78
- Canadian Federation of Agriculture, 146A:129
- Canadian Feed Industry Association (Quebec Section), 118:9, 58, 70
- Canadian Grain Commission, 111:167-80
- Canadian Industrial Traffic League, 107:78-106
- Canadian Manufacturer's Association, 105:127-41; 105A:25-30
- Canadian Meat Council, 114:90-108
- Canadian Meat Council (Quebec Section), 118:9, 39-41, 44-57
- Canadian National Millers Association, 145A:44-5
- Canadian National Railways, 106:5-62; 106A:1-15
- Canadian Pacific Limited, 106:63-93, 96-129; 106A:15-23
- Canadian Paperworkers Union, CLC—Local 1120, 146A:130-2
- Canadian Pulp and Paper Association, 146A:133-4
- Canadian Railway and Transit Manufacturers Association, 118:89-95

Organizations/individuals appearing and briefs...—Cont.**Western Grain Transportation Bill (C-155)—Cont.**

Canadian Transport Commission, 107:24, 43-4, 60-1; 122:79, 86; 123:58-9, 62-4, 67-79, 82; 124:31-2, 86-92, 95-6; 125:58-9, 62-4, 67-79, 82; 124:31-2, 86-92, 95-6; 125:26, 45, 86; 126:44-6, 49, 52-3, 57-62, 85-7, 92-3, 101-3, 111, 121; 127:17, 34-6; 128:40, 43-5, 55-6, 59-67, 71-5, 82-3, 86, 101-4, 107-11, 127; 129:16-7, 28, 31-3, 36-40; 130:21-3, 26-30, 37-8; 131:14-5, 18-20, 25-6, 36-7, 51, 59-60, 69-70; 132:16, 19, 23-4, 43, 73-4, 90-2; 133:33, 44-8; 134:19, 30; 135:11-7, 20-9, 52, 59-62; 136:29-30, 37-8; 137:8-17, 21, 27-41, 45-7, 62-3; 142:15-7, 20-2

Canadian Trucking Association, 105:98-126; 105A:12-24

Cando Shipping Committee, Saskatchewan Wheat Pool, 114:174-8, 182-8; 114A:7-13

CanMar Grain Incorporated, 113:152-5, 160-1, 164-7

Canola Crushers of Western Canada, 111:46-64; 111A:49-125

Cargill Limited, 110:85-96; 110A:103-7

Centennial Packers of Canada Limited, 145A:46-9

Chamber of Shipping of British Columbia, 117:121; 117A:71-2

Chaplin and Ernfold Pool Committee, 114:180-2, 185-7

Chase, Mrs. Karen, 109:173-6, 181-2, 186-91; 144A:36-41

Chegwin, Mr. J.K., 146A:8

Cherkas, Mr. Nick, 116:38-40

Cholin, Mr. Lorne, 116:30-1, 46

Claydon Farming Community, 145A:53

Coal Association of Canada, 108:55-68; 108A:40-5

Columbia Containers Ltd., 117:121-4, 127-9, 132-7, 140, 144

Committee of Mayors of British Columbia, 117:169-83; 117A:113-22

Communist Party of Canada (Alberta Committee), 145A:54-7

Concerned Citizens of Notukeu Line, 115:184, 191-4, 202-3; 146A:135-6

Consolidated-Bathurst Incorporated, 145A:58

Consumers' Association of Canada (Alta.), 109:94-104; 109A:67-76

Continental Grain Company (Canada) Limited and Arctic Grain Company Limited, 111:66-71, 76-87; 111A:128-46

Cooper, Mr. John, 116:20-2; 116A:1-8

Co-opérative Fédérée du Québec, 118:9, 58, 70, 77, 81-2

Council of Forest Industries, 117:7-21; 117A:1-13

Cowling, Mr. Doug, 112:48-54; 144A:43-63

Crow Coalition, 114:7-44; 146A:137-57

Dannychuk, Mr. George, 109:167-9, 194-5; 144A:66-9

Davis and Company, 111:66, 70-1, 76-81

Diploma Agriculture Graduates Association, 110:79-80, 83; 110A:1-4

Doll, Mr. Peter, 144A:64-5

Dominion Malting Limited, 111:71-3, 82-6; 111A:147

Dutchyshen, Mrs. Gaylene, 112:62-4, 79; 144A:70-1

Economic Development Commission for the Regional District of East Kootenay, 117:97-101, 106-11, 114

Economic Development Ministry, 107:8, 26-30, 39, 55, 58-9; 120:41-3; 121:44-5, 51-4, 58, 61, 65-91; 122:25-33, 37-72, 75-99; 123:12, 17-9, 22-30, 33-6, 42-9, 62, 65, 77-8, 86-7, 91-5, 99-101; 124:19-21, 25-7, 33-41, 46-58, 61-2, 65-9, 72, 76-7, 84-5, 93-5, 100, 109, 116; 125:44, 64-5, 94-113; 126:33, 39-45, 54-6, 70-9, 84-5, 88-92, 97, 103-7, 123-34; 127:13-4, 23-33, 37-8, 42; 128:10-38, 42, 52-60, 63-4, 67-8, 72-3, 82-4, 90, 93, 96, 100-6, 110-6, 119-30, 133-4; 129:9-23, 70; 130:8-14, 21-5, 31, 39-41; 131:15-21, 32-4, 39-40, 44-54, 59-60, 64-8; 132:11-21, 26-30, 33-6, 39-41, 45-7, 52, 60-1, 81-2, 87-8, 95; 133:7-10, 34-40, 46; 134:6-22, 28-9, 33-44; 135:13, 18-22, 26, 35-6, 51, 54-7, 62; 136:24, 27-31, 34-48, 51-60, 63-71, 75-8, 84-5; 137:8-11, 14-5, 18-20, 26-7, 31, 36, 55-61; 138:13-25, 30-7, 41; 139:13-7, 21c, 28-30, 33-40;

Organizations/individuals appearing and briefs...—Cont.**Western Grain Transportation Bill (C-155)—Cont.****Economic Development Ministry—Cont.**

140:21-3, 40-5, 48-51, 56, 75-84, 87; 141:7-28, 34-5, 42, 50; 142:14, 18-20, 27-31, 34-5, 40-1; 143:28, 36-44, 48, 60

Economy Carriers Limited, 145A:59-62

Employers' Council of British Columbia, 117:39-54; 117A:27-35

Export Trade Development Board, 145A:63

Family Farm Foundation, 114:209-19

Farion, Mr. Greg, 144A:74-5

Farion, Mr. Ken, 144A:72-3

Farion, Mr. Orest, 144A:76-7

Federated Co-operative of Saskatoon, 114:11-2

Ferguson, Mr. Douglas R., 144A:78-9

Finning Tractor, 117:101, 115

Fischer Branch-Broad Valley Pool Elevators, 112-5, 9-10

Flaterud, Mr. Harold, 116:47-8

Flaterud, Mr. I.A., 144A:80-1

Flax Growers Western Canada, 115:16-8, 35-7, 56-7; 115A:53-8

Fletcher's Limited, 117:145-52

Folstad, Mr. Ken, 146A:9-10

Franco, Mrs. Arlene, 116:12-3; 144A:169-70

Fraser, Mr. Dean, 144A:83-4

Froese, Mr. Jake, 112:54-7, 61

Frosty, Mr. Steve, 112:5-7, 13-4

Gibbings, Mr. C.W., 146A:11-5

Gilmore, Mr. Bob, 116:80-2, 90-4

Grain Services Union, 115:146-66

Grain Transportation Authority, 111:151-67; 127:36-45; 128:131-2; 129:13, 23-7; 132:11-4

Hadland, Mr. Randal, 146A:16-8

Hagen, Ms. Eva, 116:52-3; 144A:85-6

Haider, Ms. Edna, 144A:42

Handel Wheat Pool Committee, 114:149-50, 159

Hanna, Mr. Garnett, 116:50-1; 144A:87-9

Harper, Mr. R.S., 144A:93-4

Hekson, Mrs. Alice, 146A:19-20

Hicks, Mr. Darl E., 144A:95-7

Hieidt, Mr. Donald, 144A:90-2

Hog Marketing Commission, 115:166-84

Hoppe, Mr. Gerard E., 144A:98-9

Howard, Mr. John, 146A:21

Howland, Mr. Tom, 116:34-5, 44

Inner City Committee for Rail Relocation, Incorporated, 146A:209-11

International Woodworkers of America, 145A:67-9

Jackson, Mr. Lorne, 146A:22-5

Jas, Mr. Wayne S., 144A:174

Johnston, Mr. Vernon R., 146A:26-9

Kai Consulting Inc., 146A:212-91

Kame Co-operative Farm Limited, 114:236-8, 242

Kamieniecki, Mr. Stanley, 146A:30-1

Karras, Mrs. Margaret, 116:35-6

Kelliher, LeRoss, Lestock Joint Committee, 115:184-9, 200, 203-4; 146A:100-5

Keyes, Mr. T.E., 116:22-3

Kezyk, Mr. Raymond, 144A:100-1

Kingsley Navigation Ltd., 177A:78-80

Korven, Miss Kim, 116:59-61; 146A:32-4

Kristjanson, Mr. Leo F., 144A:102-9

Krug, Mrs. Patricia, 116:64-5, 75; 144A:110-2

Kurtenbach, Mr. Leo, 116:76

L.K. Resources Ltd., 108:177-8, 184-6, 189-90

Lakeside Farm Industries Limited, 145A:70-1

Landis Pool Shipping Committee, 114:157-8; 146A:292-7

Leahy, Mr. L.E., 146A:35

Lelond, Douglas and Maud, 144A:116-8

Organizations/individuals appearing and briefs...—Cont.**Western Grain Transportation Bill (C-155)—Cont.**

Lepp, Mr. Henry, 112:35-6
 Lewycky, Mr. Laverne, 141:10-2, 18-9; 146A:36-63
 Liberal Party of Manitoba, 110:128-39; 110A:121-30
 Liknaitsky, Mr. Ricci, 116:85-7
 Long, Mr. Bob, 116:61-4, 72; 144A:119-21
 Lowndes, Ms. Carol, 144A:113-5
 Macklin, Mr. Arthur W., 109:169-74, 186-7, 195-7, 202-7
 Macrorie Crow Committee, 114:46, 53-7, 79-81, 89; 146A:158-63
 Maguire, Mr. Larry, 112:30-2, 40
 Manitoba Cattle Producers Association, 110:57-9, 66-7, 70-1, 75, 82-3; 110A:83-95
 Manitoba Farm Bureau, 110:40-69, 74-6, 81, 84; 110A:5-82
 Manitoba Farm Business Association, 110:76-7, 80-1; 110A:101-7
 Manitoba Government, 110:8-39; 110A:131-88
 Manitoba Hog Producers Marketing Board, 110:58, 69-74, 80; 146A:298-307
 Manitoba Milk Producers' Marketing Board, 110:58, 74, 77-9; 110A:96-100
 Manitoba Parkland Advisory Committee, 145A:74-6
 Manitoba Pool Elevators, 109A:1-31; 111:89-118; 120A:1-19
 Manitoba Pool Elevators Sub-district 803, 112:41-2, 58-60
 Manitoba Trucking Association, 110:115-27; 110A:112-20
 Maritime Farmers Council, 119:82-99; 119A:37-63
 Martin, Mr. Greg, 116:79-80
 McMurchy, Mr. Gordon, 116:15-7, 24-6; 144A:122-7
 Miller, Mr. Jim, 109:163, 179-80, 188-9, 192, 199-203; 144A:128-31
 Miller, Thomson, Sedgewick, Lewis & Healy, Barristers & Solicitors, 119:65-74, 77-81; 119A:1-28
 Mining Association of British Columbia, 117:22-39; 117A:21-6; 146A:308-15
 Morin, Mr. Arthur, 146A:64
 Mortlach Local of Saskatchewan Wheat Pool, 114:146-7, 156; 146A:316
 Murray, Mr. Victor, 116:31-3, 46-7; 144A:132-3
 National Farmers Union, 109A:33-50; 113:9-46; 113A:1-117
 National Farmers Union, District 1, Region 6, 113:91-4, 106
 National Farmers Union, District 2, Local 620, 113:77-86, 104-5
 National Farmers Union, District 2, Local 640, 113:55-7
 National Farmers Union, District 3, 113:49-50; 146A:317
 National Farmers Union, District 6, 113:71
 National Farmers Union, District 6, Region 6, 113:50-3, 72; 145A:89-93
 National Farmers Union, Local 505, District 6, 145A:77
 National Farmers Union, Local 516, 145A:78-9
 National Farmers Union, Local 611, 113:57-9, 72-3, 76
 National Farmers Union, Local 613, 113:97-100, 105; 146A:318-20
 National Farmers Union, Local 616, 145A:80-1
 National Farmers Union, Local 617, 113:94-7
 National Farmers Union, Local 620, Region 6, 145A:82-5
 National Farmers Union, Local 625, 113:86-91, 106
 National Farmers Union, Local 628, 113:47-9, 67-76
 National Farmers Union, Local 631, 113:52-5, 71, 74-7
 National Farmers Union, Local 633, 113:59-62
 National Farmers Union, Local 635, 113:106
 National Farmers Union, Local 636, 145A:86-7
 National Farmers Union, Local 638, 113:62-7, 77; 146A:321-6
 National Farmers Union, Local 647, 116:76-9, 95
 National Farmers Union, Local 649, 113:100-3, 107
 National Farmers Union, Local 650, 145A:88; 146A:327
 National Farmers Union, Local 805, 146A:328
 National Farmers Union, Marquis, Sask., 116:14-5
 National Farmers Union, Region 5, 111:118-37; 146A:329
 National Farmers Union, Region 7, Alberta, 109:40-72

Organizations/individuals appearing and briefs...—Cont.**Western Grain Transportation Bill (C-155)—Cont.**

National Farmers Union, Region 8, Peace River, Alberta, and British Columbia, 117:54-68
 National Farmers Union, Spiritwood, Sask., 116:8-9
 Nedjelski, Ms. Margaret L., 144A:132-3
 Nelson, Mr. Norman, 144A:156
 New Democratic Party (Alta.), 109:72-93; 109A:51-66
 New Democratic Party Caucus of the Saskatchewan Legislature, 113:167-95
 Nicholson, Mr. William, 112:20-3, 39; 144A:136-9
 Norquay, Pelly, Arran, 115:184, 189-91, 201
 North Pacific Shipping Company Ltd., 117:124-5, 128, 135-6; 117A:73-4
 Northern Sales Company Limited, 111:64-5, 73-5, 78-9; 111A:126-7
 Nova Scotia Department of Transportation, 145A:116-9
 Olds & District Chamber of Commerce, 109:154-62
 Oliver, Mr. Allan R., 144A:140-1
 One Time Crow Association Incorporated, 114:45, 50-2, 83; 146A:330-3
 Ontario Federation of Agriculture, 145A:94-102; 146A:334-7
 Ontario Government, 146A:338-40
 Orlikow, Mr. David, 144A:142-8
 Palliser Wheat Growers Association, 115:11-6, 27-9, 33-4, 42-5, 51-4; 115A:15-52
 Palmer Wheat Pool Committee, District 2, 114:150-3, 157, 163-6
 Parkland Advisory Committee, 112:23-5, 37-9
 Paul's Hauling Ltd., 145A:103-6
 Pedersen Brothers, 145A:107-10
 Pedersen, Mr. Gil, 116:28-30
 Pigott, Mr. Ken, 146A:65
 Pikula, Mr. Gerard, 144A:149-53
 Poegal, Mr. Henry C., 116:66-8
 Pos Pilot Corporation, 146A:341-55
 Prairie Farm Commodity Coalition, 115:7-11, 24-9, 32, 40-1, 45-8, 51-2, 55-7; 115A:1-14
 Prairie Malt Limited, 113:149-51, 155-64
 Price, Ms. Joan, 144A:154-5
 Priceville Wheat Pool Committee, Sturgis Wheat Pool Committee, Hinchliffe Wheat Pool Committee, 145A:64-6
 Prince Albert and District Labour Council, 145A:111-5
 Pro-Star Mills Ltd., 113:202-6, 209-10, 213-9
 Proven, Mr. Randy, 112:74-6
 Puchaico, Mr. Syd, 112:54
 Quebec Agro-Food Survival Coalition, 118:8-38
 Quebec Chamber of Commerce, 145A:50-2
 Quebec Government, Transport Department, 145A:131-79
 Quebec Grain Traders Association, 118:9, 58-83, 88-9
 Quebec Professional Feed Manufacturers' Association, 118:9, 26, 58, 70, 78-81, 87-9
 R.L. Banks & Associates, Inc., 121:5-40; 146A:356-8
 Radchenko, Mr. Myles, 145A:127-9
 Reinders, Mrs. Patricia A., 146A:66-7
 Research Action Education Centre, 114:46, 59-67, 72-4, 79, 82-5, 88-9; 146A:359-80
 Robson, Mr. Iain L., 112:5, 10-5, 20; 112A:1-4
 Ross, Mr. Lyle, 112:25-7
 Rural Municipality of Birch Hills, No. 460, 113:117-8
 Rural Municipality of Douglas, No. 436, 113:116-7, 131
 Rural Municipality of Ethelbert, Man., 146A:381-2
 Rural Municipality of Gravelbourg, No. 104, 113:111-6, 120-31, 134-5, 139-49
 Rural Municipality of Rosburn, 111:140-51; 111A:160-7
 Rural Municipality of Woodlands, 145A:120-1
 Saliken, Mr. Fred, 146A:68
 Salvador Wheat Pool Committee, 114:148-9, 156-9, 163

Organizations/individuals appearing and briefs...—Cont.**Western Grain Transportation Bill (C-155)—Cont.**

Saskatchewan Association of Rural Municipalities, 113:107-11, 119-41, 148
 Saskatchewan Canola Growers' Association, 115:18-23, 29-30, 38-9, 48-50; 115A:59-64
 Saskatchewan Federation of Agriculture, 115:122-7, 132-43
 Saskatchewan Federation of Labour, 115:145-8, 157-63, 166
 Saskatchewan Government, 115:84-121; 115A:67-136; 146A:389-403
 Saskatchewan New Democratic Party, 113:195-202; 146A:383-8
 Saskatchewan Pulse Growers Association, 115:59-61, 69-77, 83-4; 115A:65-6
 Saskatchewan Stock Growers Association, 115:7, 61-70, 73-84
 Saskatchewan Wheat Pool, 109A:1-31; 114:108-43; 120:76, 84-5; 120A:1-19
 Saskatchewan Wheat Pool, District 6, 114:136, 144, 156, 159-68; 146A:404-8
 Saskatchewan Wheat Pool, District 8, Sub-district 6, 146A:409-11
 Saskatchewan Wheat Pool, District 12, Sub-District 1, 114:147-8, 156, 168
 Saskatchewan Wheat Pool, District 15, 114:144-6, 156, 160-2; 146A:412-24
 Saskatchewan Wheat Pool, District 16, Sub-District 2, 114:168-70, 182, 187
 Saskatchewan Wheat Pool, Harris Committee, 114:154-5, 158-61, 164-7
 Saskatchewan Wheat Pool, Loreburn 17, 145A:72-3
 Saskatchewan Wheat Pool, Talmage Committee, 145A:122-4
 Saskatchewan Wheat Pool, Weyburn Committee, 146A:435-6
 Saskatchewan Women's Institutes, 145A:125-6
 Saskatchewan Young New Democrats, 113:198-200
 Save the Crow Committee, 114:46-50, 75-8, 83-4, 89-90
 Schindler, Mr. Marc A., 146A:69-70
 Shewchuk, Mr. Ken, 112:66-7
 Shortt, Mr. and Mrs. C.E., 144A:17
 Shumuk, Mr. Ivan, 146A:71-6
 Sigurdson, Mr. Kenneth, 144A:157-63
 Sloane, Mr. Ernie, 112:46-8
 Sloane, Mr. William D., 144A:164-5
 Snavelly, Mr. Carl, 119:7-63; 120A:20-45
 Spirit River School Division 47, 109:140-53
 Spruce Home Citizens, 115:185, 194-204
 Stevenson, Mr. Frank, 109:178-9
 Stone, Mr. Lyall W., 146A:77
 Strain, Mr. Ted, 116:87-9, 94
 Strilkiwski, Mr. Albert, 112:64-5; 144A:166-7
 Success Former Wheat Pool Committee, 114:170-4, 183, 186-7
 Sultran Limited, 108:156-62, 167-9, 174
 Swan River Pool Committee, 111:93-6, 108-9, 112-4
 Swift Current Women's Institute, 114:235-6, 242
 Taczynski, Mr. Mike, 112:27-8; 144A:82
 Talpash, Mr. Harry, 112:64
 Tapp, Mr. Darren, 116:26-8
 Tapp, Mr. Elgin, 112:69-70, 77
 Thompson, Mr. Jim, 146A:78-99
 Thunder Bay-Atikokan NDP Riding Association, 111:180-8; 111A:168-76
 Tkach, Mr. George, 116:33; 146A:425-31
 Town of Shellbrook, Sask., 146A:432
 Town of Watrous, 145A:130
 Transport Commission, 107:24, 43-4, 60-1; 122:79, 86; 123:58-9, 62-4, 67-71; 124:95-6; 128:63-4, 68-70, 109-11; 131:59-60; 133:33, 47; 134:19, 30; 135:11-7, 20-5, 52, 59-62; 136:29-30, 37-8; 137:8-17, 21, 27-41, 45-7, 62-3; 138:22, 31; 143:33-4

Organizations/individuals appearing and briefs...—Cont.**Western Grain Transportation Bill (C-155)—Cont.**

Transport Department, 134:22-3, 29, 37-8; 135:12, 29-31, 47-8, 53-9, 62-3; 136:14-5, 18, 27-35, 56, 61; 137:18, 29-31, 34, 43-5, 56-62
 Travacon Research Limited, 120:59-111
 Trinity Lutheran Church, Quinton, Sask., 114:164, 189, 193-9, 203-8
 Tuiaizynski, Mr. Clem, 144A:168
 Unifarm, 108:40-55; 108A:22-39
 United Church of Canada, Saskatchewan Conference, 114:188-92, 199-208
 United Grain Growers, 111:7-46; 111A:1-48
 University of Manitoba, Agricultural Economics Department, 105:6-63
 Vancouver Board of Trade, 117:80-94
 Vancouver, Port of, 117:116-21, 124-31, 134-43; 117A:41-69
 Veiner, Mrs. Ruth, 117:58; 146A:106-7
 Vigfusson, Mr. Einer, 112:5, 8-9, 20
 Vilcu, Mrs. Janice, 116:36-7; 146A:108
 Village of Rycroft, Alta., 146A:433-4
 Walker, Mr. Bruce, 109:174-8, 183-5, 193, 198-200
 Washburn, Mr. Harry T., 144A:171-3
 Wenstob, Mr. Murray, 144A:175-6
 Western Barley Growers Association, 108:135-8, 141-54; 108A:121-68
 Western Stock Growers Association, 108:90-100; 108A:71-2
 Westward Shipping Ltd., 117:138; 117A:75-7
 Wheat Board, 119:99-122; 119A:29-36
 Wheat Board Advisory Committee, 119:122-34
 Whitaker, Mr. John, 112:28-30
 Winnipeg Business Development Corporation, 110:111-2
 Winnipeg Chamber of Commerce, 110:105-14; 110A:108-11
 Winnipeg Labour Council, 110:96-104
 Women's Institute, Big Woody, 111:137-40, 146-50
 Wright, Mr. Art, 116:47, 55-9, 69, 74; 144A:177-9
 Young Saskatchewan Wheat Pool Committee, 114:179-80, 183-8
 Zettler, Mr. Bill, 112:70-2; 146A:109-10
 Zunti, Mr. Casper, 116:11-2; 144A:180

Orlikow, Mr. David (NDP—Winnipeg North)

Western Grain Transportation Bill (C-155), 144A:142-8

Ostiguy, Mr. Marcel (L—Saint-Hyacinthe-Bagot; Parliamentary Secretary to Minister of Agriculture)

Point of order, documents, 103:24

Western Grain Transportation Bill (C-155), 103:24; 104:13-5; 105:29-32, 86-7; 106:89-90, 115; 107:26-8, 76, 96-8; 108:66-7, 99-100, 124-6, 171; 109:92-3, 156-9, 193-4; 110:72; 111:38-9, 100, 125-7; 113:211-2; 114:84, 102-5, 187; 115:141-3, 179-80; 116:68; 117:35-6; 118:29-31, 47-50, 57, 77-8; 119:39-42, 133; 124:54; 135:9-11, 34, 46, 63; 143:25-6, 47

Ottawa

International airport (Uplands), expansion program, upgrading facilities, 27:24-5; 91:25-6

See also Air transport—Fares—Regional carriers;
 Aircraft—Dash-7; Pilgrim Airlines

Ouellet, Mr. Pierre (Quebec Section, Canadian Meat Council)

Western Grain Transportation Bill (C-155), 118:39

PACCE, see Petroleum Association for Conservation of the Canadian Environment

PAR, see Precision Approach Radar

PIK program, see Grain—United States

PRAC, see Prairie Rail Action Committee

PUSH, *see* Purchase and Use of Solar Energy

PWA, *see* Pacific Western Airlines

Pacific Rim countries, trade, 26:40-1; 72:17-21; 107:65, 74

Pacific Western Airlines

- East-west boundary, effects, position, etc., 42:6-17, 20, 27, 96-7; 50:12-3, 16-20
- Fares, 42:32
- Local carriers, relationship, 42:16-8
- Mandate, operations, 20:6-7; 42:5-6, 12, 67, 80-2
- Market share, 42:97-8
- Marketing, 42:32
- Northern Canada operations, 50:21
- Ownership, profits, etc., 42:19-20, 23, 31-2; 51:53-4
- Time Air Limited, conflict, 42:29
- Toronto service, 42:13-4
- Transborder flights, charters, 42:14, 33
- See also* Air Canada—Western provinces; Air transport—Accidents—Prairie services; Organizations/individuals appearing and briefs submitted—Air transport *Proposed domestic air carrier policy*

Packaging, *see* Hazardous products, transportation

Palliser Wheat Growers Association

- Background, 115:11-2
- See also* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

Palmer Wheat Pool Committee, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

Pan American World Airways, *see* Hazardous products—Accidents

Paolucci, Mr. A. (Treasurer, National Council of CN Pensioners Associations Inc.)
Canadian National Railways annual reports 1980 and 1981, 67:26

Pardot, Mr. Maurice (Vice President, Quebec Grain Traders Association)
Western Grain Transportation Bill (C-155), 118:9, 58, 62, 70, 74-5, 88-9

Parker, Mr. Lorne (Vice President, Manitoba Farm Bureau)
Western Grain Transportation Bill (C-155), 110:40-5, 57, 60-1, 64-9, 74-6, 81, 84

Parker, Mr. Sid (NDP—Kootenay-East Revelstoke)
Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 54:33-4
Canadian National Railways annual reports 1980 and 1981, 67:24, 30, 33-5
Canadian National Railways, pension funds, M. (Mr. Forrestall), 67:24
References, 117:176
Transport Department estimates
1981-1982, main, 25:51-4
1981-1982, supplementary (C), 37:30-4
1983-1984, main, 88:42-5; 89:18, 38-41

Parkland Advisory Committee, Binscarth, Manitoba, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

Parkland, Man., *see* Farmers—Production costs

Parliamentary restaurants, wines, Canadian, 20:70

Patching, Mr. H. (First Vice President, Alberta Wheat Pool)
Western Grain Transportation Bill (C-155), 109:32

Paterson, Senator Norman Macleod, 100th birthday greetings, 111:181-2

Patronage, *see* Ports Corporation—Local port corporations, Directors M. (Mr. Mayer), 111:189

Pattison, Jim, *see* Air B.C.

Pattison, Mr. Lorne (President, National Farmers Union, Local 633)
Western Grain Transportation Bill (C-155), 113:59-62

Paul's Hauling Ltd., Winnipeg, Man., *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

Pavelka, Mr. Joseph George (Professional Engineer, Transportation Planning Engineer, Hamilton-Wentworth Regional Municipality)
Railway Bill (fences—C-227), 34:13-5, 21-6

Peace River, Alta.
Agricultural development, 108:15; 109:53, 65, 105-6, 110, 150-3, 169-74; 110:65, 85-6; 114:21; 117:56-7, 61; 124:45-59
See also British Columbia Railway

Peas, *see* Legumes

Pedersen Brothers, Baldwinton, Sask., *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

Pedersen, Mr. Gil (Individual, Baldwinton, Sask.)
Western Grain Transportation Bill (C-155), 116:28-30

Pederson, Mrs. Marcella (Director, National Farmers Union, Local 631)
Western Grain Transportation Bill (C-155), 113:54-5, 71, 77

Pedestrian safety at the railway right of way, *see* Railways

Penner, Mr. Keith (L—Cochrane-Superior)
CN Express, M. (Mr. Benjamin), 21:81-2
Canadian National Railways 1979 annual report, 21:75-82; 22:68-73
Organization meeting, 1:9
Point of order, questioning of witnesses, 15:47
Transport Department estimates
1980-1981
Main, 4:21-5; 13:24-9; 15:47
Supplementary (B), 17:46-51
Supplementary (C), 23:41-4
Transportation of Dangerous Goods Bill (C-18), 5:15-7; 6:9-13; 7:5, 15-7, 58-60; 8:13-7; 10:21-2; 11:19-20, 23-4, 30-2, 42-4, 86-8, 95, 101-4

Pension Management Association, 67:14

Pension Reform (Special) Committee, 87:11-2; 89:32-3

Pensions

- Funds, interest rates, 76:25-6
- See also* Air Canada; CN Rail; CNCP Telecommunications; Canadian National Railways; National Pensions Conference

Pepin, Hon. Jean-Luc (L—Ottawa-Carleton; Minister of Transport; Minister of State for External Relations)
Air B.C., 85:45
Air Canada, 4:16, 62; 86:50; 88:9-13, 17-8, 46-8; 89:10-1; 98:10-1, 15-9, 35-6, 44-5
Headquarters, relocation decision, 98:11-5, 18-9, 41-3, 57-8
Air India, 56:18-9; 64:15
Air safety, 38:56; 56:19; 88:6-7; 98:24, 27-8
Air transport, 38:56
Britain/Canada bilateral negotiations, 4:34-6

Pepin, Hon. Jean-Luc—Cont.

Air transport—Cont.

- Domestic air carrier policy, 56:8-9, 14-5; 64:17; 85:38-41; 88:8-9
- Fares, 3:13-4; 4:47-9
- Fuel, 88:33-4, 51-2
- General aviation, 3:28-31; 88:50-2
- Hazardous products, 56:36-8
- Prairie services, 4:27-8
- Regional carriers, N.B., 85:15-7
- Aircraft, 86:48-9; 88:11-2
- Airlines, 86:7-12
- Airports, 38:86; 85:5-9, 21-2; 86:30-2; 98:38-9, 47-9
- Argue, Senator Hazen, references, 4:27
- Atlantic provinces, 56:33-5; 57:9-11
- Aviation Safety Board, 88:6
- Bridges, 4:51-2; 64:12-4; 88:57-8
- British Columbia Railway, 85:23
- CN Express, 88:45-6
- CN Marine, 4:18-21, 59-60; 86:41-5; 88:60-1
- CN Rail, 4:23-5, 36-8; 64:25-7
- CP Rail, 4:11-3, 57; 88:43-4
- Canadian National Railways, 89:18-22, 27-32; 107:20
- Canadian Pacific Ltd., 104:46
- Canola, 86:39-40, 52-3
- Cast North America Ltd., 38:57-8; 56:18; 89:18-22; 98:23-4, 32-4
- Churchill, Man., 86:13
- Coal, 4:23, 44-6; 88:42-3; 89:16, 27; 89:39; 107:48-9
- Conrail, 98:36-8
- Crown corporations, 70:16; 98:45-7
- Eastern Airlines, 89:17
- Eastern Provincial Airways, 3:39-40; 4:52-3; 88:41-2
- Ferry service, 3:11-2; 4:46-7
- Freight rates, Crow's Nest Pass rates, 3:17-8; 56:21; 88:25; 89:24-5, 28-9; 98:5, 31, 51-3; 103:10-1, 20-1, 26-39; 104:7-16, 23-4, 27-41, 44-9; 107:15-7, 20-2, 25-6, 31-2, 36-61
- Grain transportation, 4:37-8; 98:5-6, 30-1; 107:18-9, 22-3, 33-5, 49-50, 58
- Great Lakes, 56:16
- Halifax-Dartmouth, port, 98:32-5
- Halterm, 78:43
- Hamilton, Ont., airport, 56:29-30; 64:24-5
- Harbours Board, 78:36-8
- Harbours, wharves and breakwaters, 85:18; 88:37-8; 98:47
- Hazardous products, transportation, 1:12-5, 18-21; 1A:1-8; 89:35-6
- Highways and roads, 88:38-40; 98:50-1
- Icebreaking, 85:25
- Livestock, 103:29-30; 107:56-7
- London, Ont., airport, 86:25-9
- Maislin Industries Ltd., 98:27
- Maritime Code, 38:56
- Maritime Freight Rates Act, 38:78-9
- Mazankowski, Mr., references, 3:34-6
- Merchant marine, reviving, 4:9-10; 86:48
- Mississauga, Ont., CP Rail Nov. 10/79 freight derailment, 1:15-6, 31-2; 4:58
- Montreal, Mirabel airport, 64:7-1, 14-8, 23-4; 88:48-9; 89:35
- Montreal, port, 3:16; 4:16-7
- Navigation aids, 1:17; 3:27; 56:20
- Newfoundland-Labrador, 98:50-1
- Nordair Limited, 3:39; 85:24-5; 88:30; 98:25
- Norontair, 88:31
- Ocean Ranger*, 56:13
- Oil and gas exploration, 88:58-63
- Ports, 38:56
 - British Columbia, 70:27; 78:42
 - Debts, 70:11-3, 30
 - Policy, 4:8, 55-6; 56:16-8; 78:39

Pepin, Hon. Jean-Luc—Cont.

Ports—Cont.

- User pay, 70:35-6
- Ports Corporation
 - Annual reports, 70:35
 - Legislation, 70:11, 17; 78:13, 16, 38
 - Local port corporations, 70:5-10, 15-28, 35; 78:7-13, 24-32, 40-1; 88:6
 - Ministerial powers, 78:5-12
 - President, 85:18; 86:18-9
 - Public sector wage restraints, 78:14-5
- Ports Corporation Bill (C-92), 70:5-30, 35-6; 78:4-21, 24-35, 38-43
- Prince Rupert, B.C., 3:36; 4:36-7, 45; 38:80-4; 56:20-3
- Quebecair, 4:48; 85:27-37, 40; 86:15-25, 32-6; 89:11-2; 98:19-20, 24-5
- Railways
 - Branch lines, 3:19-21, 34-7; 4:14-5; 86:37-8
 - Energy efficiency, 38:70-1, 74
 - Hazardous products, 89:36
 - Rights of way, 98:54
 - Safety standards, 4:30-4; 64:26-8; 89:30-1
 - United States branch lines, 98:6-8
 - Upgrading, 107:53-4
- References
 - Removal requesting, 114:90
 - Tribute, 120:34
 - See also Air traffic controllers—Attitudes; Freight rates, Crow's Nest Pass rates; Hazardous products—Legislation; Transport Department
- Regina, 38:60; 86:30-2
- Regionair, 88:30-1; 89:12
- Ridley Terminals Inc., 86:45-6
- Saint John Bridge Authority, 78:18
- Saint John, port, debts, 78:18-21
- St. John's airport, 4:60-1
- St. Lawrence Seaway, 64:13-4; 88:35-6
- Saskatchewan, 3:18-9
- Search and rescue, 3:23-4; 56:23-4
- Senior Grain Transportation Committee, 103:39; 104:27; 107:18, 23, 38-40
- Sept-Îles, Que., 38:78-9
- Shipbuilding industry, 56:16
- Shipping, 4:9-10; 38:58-9; 56:16; 88:33-4; 89:33-5
- Shipping Act, 88:6
- Toronto, 86:47
- Toronto, Malton international airport, 3:32-3; 4:39-41; 88:49-50
- Transport Commission, 4:27-8, 32-3; 85:15, 20; 86:18-9; 88:7-8; 89:37-8; 98:54
- Transport Department, 4:6-8; 98:48
- Estimates
 - 1980-1981, main, 3:5-24, 27-41; 4:6-41, 44-62; 15:5-40, 43-6
 - 1980-1981, supplementary (B), 17:6-33; 18:4-19, 22-9, 32-43
 - 1981-1982, main, 24:8-52, 56-79; 25:5-25, 28-41, 45-6, 50-75; 33:5, 8-38
 - 1981-1982, supplementary (C), 38:54-91
 - 1982-1983, main, 56:6-23, 29-30, 33-42; 64:5-38, 41-4
 - 1982-1983, supplementary (B), 85:5-45, 48; 86:7-53
 - 1983-1984, main, 88:5-63; 89:7-12, 15-44; 98:4-58
- Transportation, 38:69-70; 88:21-2; 32; 98:56
- Transportation of Dangerous Goods Act, 88:6; 89:30; 98:29-30
- Transportation of Dangerous Goods Bill (C-18), 1:12-35, 38; 1A:1-8
- VIA Rail Canada Inc., 38:88-9; 56:20-1; 64:14; 85:11-5; 86:18-9; 88:6, 44-5; 98:9-10, 43-4; 107:54
- Abandoned lines, 38:54-5, 60-1, 85-6, 90-1; 56:11-2, 33-4; 64:19-22; 78:11-2
- CN Rail/CP Rail pricing agreement, 56:9-10; 88:52-7
- Legislation, 38:74-6; 85:9-10

Pepin, Hon. Jean-Luc—Cont.VIA Rail Canada Inc.—*Cont.*

M. (Mr. Benjamin), 38:65-9

Trains, 56:11, 20-1; 86:49

Vancouver, port, 98:40-1

Wardair Ltd., 89:11

Water Transportation Assistance Directorate, 3:6-7

Western Grain Transportation Bill (C-155), 103:10-1, 20-1, 26-39;
104:7-50; 107:5-28, 31-61Western Transportation Initiative, 88:7, 13-9, 23-7; 89:7-10, 15-6,
26-7, 40-4

Wheat Board, 4:26-7

Winnipeg, 88:20, 45

Peppler, Mr. Bill (General Manager, Canadian Owners and Pilots Association)

Transport Department estimates, 1981-1982, main, 31:59, 74-6

Petrie, Mr. David (Conference Staff of the Church in Society, United Church of Canada—Saskatchewan Conference)

Western Grain Transportation Bill (C-155), 114:203-4

Petro-Canada, equity investment, 113:190**Petrofina Canada Limited**, *see* Canadian National Railways**Petroleum Association for Conservation of the Canadian Environment**
Background, 8:4*See also* Organizations/individuals appearing and briefs
submitted—Transportation of Dangerous Goods Bill (C-18)**Petrovitch, Mr. Neil** (Executive Director, Transportation Agency, Saskatchewan Government)

Western Grain Transportation Bill (C-155), 115:91

Phelps, Mr. Charles (President, Saskatchewan Association of Rural Municipalities)Western Grain Transportation Bill (C-155), 113:108-11, 119,
122-32, 136-41, 148**Pickering airport**, *see* Toronto**Pigott, Mr. Ken** (Individual, Aneroid, Sask.)

Western Grain Transportation Bill (C-155), 146A:65

Pikula, Mr. Gerard (Individual, Canora, Sask.)

Western Grain Transportation Bill (C-155), 144A:149-53

Pilgrim Airlines

Aircraft, 52:34, 50

Employees, duties, cost, 52:41-2, 50

Financial position, 52:49-50

Licence applications, 52:33-4

Operations, regulations, etc., 52:31-3, 38-43, 48-51

Ottawa-New York City route, 52:32, 39

Safety record, requirements, etc., 52:43-4, 49

Pilotage, *see* Laurentian Pilotage Authority**Pilots**Licences, revalidation, medical examinations, etc., 31:56-7, 71-4;
63:24-5; 64:31-2*See also* Canadian Owners and Pilots Association**Plastics**, *see* Hazardous products**Platt, Mr. John E.** (Vice President, Brotherhood of Railroad

Signalmen, Canadian Railway Labour Association)

Transportation of Dangerous Goods Bill (C-18), 7:71

Pleasure craft, *see* Coast Guard; Shipping—Small boats**Plutonium**, *see* Radioactive material**Podaima, Mr. Brian** (Farmer, Fischer Branch, Manitoba; Fischer Branch-Broad Valley Pool Elevators)

Western Grain Transportation Bill (C-155), 112:5, 9-10

Poegal, Mr. Henry C. (Individual, Tompkins, Sask.)

Western Grain Transportation Bill (C-155), 116:66-8

Pointe-au-Pic, Que., *see* Harbours, wharves and breakwaters**Police**, *see* Canadian Association of Chiefs of Police; Hazardous products—Inspectors, Powers, Delegation; Mississauga; Ports Corporation**Pollution**, *see* Coast Guard—West coast; Hydrocarbon pollution; Oil Pollution Compensation Fund; Prince Rupert—Ridley Island; Shipping**Pork**, bacon, exports, 108:182**Portelance, Mr. Arthur** (L—Gamelin)Transport Department estimates, 1980-1981, main, 3:15-6; 4:15-7,
61-2**Portman, Mr. William** (Executive Secretary, Anglican Church Diocese of Qu'Appelle)

Western Grain Transportation Bill (C-155), 114:192, 205

Portneuf, Que., *see* Harbours, wharves and breakwaters**Ports**British Columbia, separate port authority, suggesting, 70:27;
78:37-8, 42

East coast, commodity charges, 26:38-9

Efficiency, John Storey comments, 28:13-5

Gibb 1932 report, 70:33

New Brunswick, Fenco report, 85:17

Policy, 4:7-9, 54-6; 13:12-3, 20; 14:20; 15:6, 21; 18:37; 25:8, 59-61;
26:37; 33:27-8, 40; 78:39*See also* Trucking industry

User pay, 70:34-6; 71:17

See also Canso; Champlain Industrial Park, N.B.; Chicoutimi, Que;

Gros Cacouna, Que.; Halifax-Dartmouth; Montreal; Nanaimo,

B.C.; Ports Corporation; Ports Corporation Bill (amdt.)—C-92;

Prince Edward Island; Saint John, N.B.; St. Andrews, N.B.; St.

John's; Vancouver; Ville de la Baie, Que.

Ports CorporationAdvisory councils, terms of reference, membership, liaison, etc.,
73:19-23, 27-8, 51-5, 58, 64-70; 75:10-3; 76:68-76, 81-3; 78:5,
37-8

Annual reports, 70:35; 71:5; 73:24; 74:16-21; 75:8-10; 76:29

Chairmen, vice chairmen, 75:15-22; 78:6; 126:120

Directors board, selection, 72:22-3; 75:10-3; 78:6

Legislation, 38:55-6; 56:16-8; 60:10-2; 72:14

Amendments, draft, tabling, 71:5-6

By-laws, 70:56

Consultation, 70:11; 71:24

Correspondence, 72:4-5

Language, non-sexist, requesting, 73:9; 76:84-6

Montreal Mayor, support, 75:7-8

Previous Bill C-50, comparison, Mazankowski role, etc., 70:14;

71:11-2; 76:67; 78:13, 16

Promulgation date, 84:24-5

Spirit, 70:17

Weaknesses, 73:50, 57, 74-6; 78:36-8

Witnesses, no further need for, 74:6-10

M. (Mr. Forrestall), 74:11, agreed to, 3

See also Churchill, Man., port; Fishing and Recreational

Harbours Act; Vancouver—Port

Local port corporations

Applications, 71:13; 73:36-8; 88:6; 92:29

Ports Corporation—Cont.**Local port corporations—Cont.**

- Auditing, 70:9, 14-6, 23-4; 74:14-7; 76:28-9; 77:28-35
- Autonomy/accountability, 70:5-6, 9, 24; 71:11-7; 72:29-30; 73:18, 51, 57-8, 61, 81; 75:38-9; 76:30-2, 37; 77:7-15; 78:11-2, 22
- Borrowing authority, 77:16-9, 20-3
- Boundaries, altering, 76:12-3
- By-laws, 75:36-40; 77:8-12; 78:6
- Chairmen, vice chairmen, appointing, 76:86-7
- Contracts/tenders, \$10 million limit, 70:7-8, 23-4; 71:8-9, 15-6; 73:6-7, 39-43, 50-4, 58-64, 81; 78:10, 28, 40-1
- Debts, forgiveness/refinancing, 70:11-4, 30; 72:6; 73:79; 78:34-6, 43-4; 78A:1
- Directors, appointing, patronage possibilities, 70:7-10, 14-9, 25-6, 34-4; 71:15; 73:75; 76:53-9, 66-81, 84; 78:9-10, 28-32
- Financial self-sufficiency, 70:8, 33-4; 71:9-10; 73:13; 92:20
- Financial surplus, banking concept, separate accounts, etc., 70:15-6, 20-2, 27-32; 73:52-4, 48, 75-81; 74:21-30; 76:30-40; 78:7-8, 22-8, 36-7; 79:39-44
- Interest rates, 74:11-4; 78:7
- Loans, interest rates, 76:23-8, 40-1
- Payments to Receiver General, 76:46-51; 78:8-9
- Vancouver Mayor Harcourt position, 72:4
- Grants in lieu of taxes, 73:45-6; 76:44-6
- Harbour head lines, authority to designate, 76:87-93; 79:24, 32
- Letters patent, 70:29-31; 75:33-6; 77:9-10
- Loans, 73:43-4
- Penalties, collecting, 77:15-6
- Setting up, criteria, 84:24-5
- Status, Harbour Commission ports applying for, 75:29-30
- Status, reverting to Harbour Commission port, 70:17-8, 21; 73:81-2; 76:13-23; 78:13-4; 79:15
- Tariffs/charges, notice, appeals, etc., 71:6-7, 14-5; 73:45-7
- Management/managers, 70:7; 71:15; 73:17-8
- Master plan studies, 77:36
- Ministerial/Governor in Council powers, 72:24-34; 73:24-8; 75:40-1; 78:5-12
- Police/enforcement officers, 73:31-6; 75:23-9
- Policy, trade though Canadian ports, encouraging, 73:9-13, 72-4
- President and Chief Executive Officer J. Auger, salary, 92:30-1
- President, appointing, 85:17-8; 86:18-9
- Public sector wage restraints, affecting, 78:14-5
- Seizure of vessels, authority, 71:7-8
- Staff, Harbours Board transfer, 71:10-1; 73:29-30
- Wharfingers, role, 77:36-7
- See also* Churchill, Man., port

Ports Corporation Bill (amdt.)—C-92. Minister of Transport

- Consideration, 70:5-36; 71:5-25; 72:4-34; 73:5-83; 74:6-33; 75:6-46; 76:12-93; 77:6-38; 78:4-44; 79:8-50; report to House with amdts., 79:49, agreed to, 10
- Clause 1, stood, 72:14; 74:6; 78:44, carried, 3
- Clause 2, 73:28, stood, 3; as amended, 75:22, carried, 4
 - Amdt. (Mr. Flis), 75:14-5, agreed to, 4
 - Amdts. (Mr. Cook), 75:8-22, negative on division, 3-4
 - Amdts. (Mrs. Mitchell), 73:9-17, negative, 3
- Clause 3, 73:30, carried, 3
- Clause 4, 73:31-6, stood, 3; 75:22-9, carried, 4
- Clause 5, 73:36-9, carried on division, 3; reconsideration, 75:29, agreed to, 4; 75:46, carried on division, 5
 - Amdt. (Mr. Cook), 75:44-6, withdrawn, 5
 - Amdt. (Mrs. Mitchell), 73:38-9, negative, 3
 - Amdts. (Mr. Cook), 75:29-33, out of order, 4
 - Amdts. (Mr. Cook), 75:33-4, negative on division, 4-5
- Clause 6, 73:39, carried, 3; reconsideration, 76:12-3, carried, 3
 - Amdt. (Mr. Cook), 76:12-3, agreed to, 3
- Clause 7, 73:39, stood, 3; 76:23, carried, 3
 - Amdt. (Mr. Siddon), 76:13-23, negative, 3

Ports Corporation Bill (amdt.)—C-92. Minister of...—Cont.

- Clause 8, 73:39, carried, 3
- Clause 9, 73:39-43, carried, 3
- Clause 10, 73:43-5, stood, 4; 76:23-8, carried, 3-4
 - Amdt. (Mr. Flis), 73:43, stood, 4
 - Amdt. (Mr. Flis), 76:23, 28, agreed to, 3
 - Amdt. to amdt. (Mr. Cook), 76:24-8, negative, 4
- Clause 11, 73:45-7, carried, 4
- Clause 12, as amended, 74:14, carried, 3
 - Amdt. (Mr. Flis), 74:11-4, agreed to, 3
- Clause 13, stood, 74:5, as amended 76:51, carried, 7
 - Amdt. (Mr. Cook), 74:21-33, withdrawn, 5
 - Amdt. (Mr. Cook), 76:30-8, negative on recorded division, 6
 - Amdt. (Mr. Flis), 74:14-7, agreed to, 4; 76:28-30, rescinded, 4-5
 - Amdt. (Mr. Forrestall), 74:17-21, agreed to, 4; 76:30, rescinded, 5-6
 - Amdt. to amdt. (Mr. Benjamin), 74:18-21, agreed to, 4; 76:30, rescinded, 5-6
 - Amdt. (Mr. Forrestall), 76:30, agreed to, 6
 - Amdts. (Mr. Flis), 76:28-30, 38-9, 46-51, agreed to, 4-7
 - Amdts. (Mrs. Mitchell), 76:39-46, negative, 7
- Clause 14, 74:33, carried, 5
- Clause 15, as amended, 77:35, carried, 5
 - Amdt. (Mr. Flis), 77:28, 35, agreed to, 5
 - Amdt. to amdt. (Mr. Cook), 77:29-33, agreed to, 5
 - Amdt. (Mrs. Mitchell), 76:76-9, withdrawn
 - Amdt. (Mrs. Mitchell), 76:79-81, agreed to, 10
 - Amdts. (Mr. Cook), 76:66-8, negative, 9; 77:12, 16-9, negative, 3-4
 - Amdts. (Mr. Flis), 77:15-6, 20-3, agreed to, 3-4
 - Amdts. (Mrs. Mitchell), 76:52-9, 83-7, negative, 8-10
 - Amdts. (Mrs. Mitchell), 76:84-6, out of order, 10; 77:13-5, out of order, 3
 - Amdts. (Mr. Siddon), 76:68-76, 81-3, 87-93, negative, 10; 77:7-12, negative, 3
- Clause 16, 77:35, carried, 5
- Clause 17, 77:35, carried, 5
- Clause 18, 77:35-6, carried, 5
- Clause 19, 77:36-7, carried, 5
- Clause 20, stood, 78:4-5, 3; as amended, 79:13, carried, 9
 - Amdts. (Mr. Flis), 79:12-3, agreed to, 8
- Clause 21, 79:13, carried, 9
- Clause 22, 79:14, carried, 9
- Clause 23, 79:14, carried, 9
- Clause 24, as amended, 78:18, carried, 9
 - Amdt. (Mr. Cook), 79:17-8, agreed to, 9
 - Amdt. (Mr. Flis), 79:16-7, agreed to, 9
 - Amdt. to amdt. (Mr. Cook), 79:16-7, agreed to, 9
- Clause 25, 79:18, carried, 9
- Clause 26, 79:18, carried, 9
- Clause 27, 79:18-20, carried, 9
- Clause 28, as amended, 79:47, carried, 10
 - Amdt. (Mr. Flis), 79:39-46, agreed to on division, 10
 - Amdt. to amdt. (Mr. Cook), 79:39-40, negative, 10
 - Amdt. (Mr. Flis), 79:46-7, agreed to, 10
 - New clause (Mr. Siddon), 79:21-35, out of order, 9
- Clause 29, 79:47, carried, 10
- Clause 30, 79:47, carried, 10
- Clause 31, as amended, 79:47, carried, 10
 - Amdt. (Mr. Flis), 79:47, agreed to, 10
- Clause 32, 79:47, carried, 10
- Clause 33, 79:47, carried, 10
- Part VI, new, (Mr. Siddon), 79:36-9, out of order, 9
- Reprinting, M. (Mr. Corbin), 79:49-50, agreed to, 10
- Title, 79:49, carried, 10

Portugal, see TAP

- Pos Pilot Plant Corporation** (Saskatoon, Sask.), *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Potash industry**
 Freight rates, 86:52
 New Brunswick, 15:6
 Saskatchewan, 113:190
 Transportation, trucking experiment, 107:86
- Potatoes**, rail transportation, 21:66; 22:56-9, 92, 116-7; 23:52; 30:40-1, 74-6; 81:47-9
- Potvin, Mr. L.G.** (Executive Director, Air Transport Committee, Transport Commission)
 Transport Department estimates, 1983-1984, main, 90:11-4, 20-1
- Potvin, Mr. Larry** (Director General, Policy Planning and Programming (Air), Transport Department)
 Transport Department estimates, 1981-1982, main, 27:56-7, 61-3, 74-7, 83-7, 100-2, 107-8
 Transport Department estimates, 1982-1983, main, 58:9-10, 13-4, 28-9
- Pound, Mr. H.D.** (Chief Commissioner, Canadian Grain Commission)
 Western Grain Transportation Bill (C-155), 111:167-80
- Prairie Farm Commodity Coalition**
 Membership, 115:8
See also Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Prairie Malt Limited**, *see* Freight rates—Crow's Nest Pass rates; Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Prairie Rail Action Committee (PRAC)**, 3:34-5
- Pratt, Mr. Denis** (Director General, Surface Policy, Planning and Urban Programs, Transport Department)
 Transport Department estimates, 1982-1983, supplementary (B), 81:39, 60-1
- Precision approach radar (PAR) system**, *see* Airports—Torbay; St. John's—Airport
- Prentice, Mr. John** (Executive, Alberta Pork Producers Marketing Board)
 Western Grain Transportation Bill (C-155), 108:126, 133-4
- Price, Ms. Joan** (Individual, Swan River, Man.)
 Western Grain Transportation Bill (C-155), 144A:154-5
- Price, Mr. Stanley** (Chairman, Alberta Feed Grain Users Association)
 References, 108:107-8
 Western Grain Transportation Bill (C-155), 108:101-2, 108-9, 112-3, 117-8
- Priceville Wheat Pool Committee, Sturgis Wheat Pool Committee, Hinchliffe Wheat Pool Committee**, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Prince Albert and District Labour Council**, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Prince Albert, Sask.**, air services, 20:61-3; 23:56-7; 25:40-1
- Prince Edward Island**
 Ports, 26:37
See also CN Marine; Icebreaking
- Prince George, B.C.**, *see* VIA Rail Canada Inc.
- Prince Rupert, B.C.**
 Digby Island ferry funding, 4:43, 46-7
 Ridley Island coal port and grain terminal, 3:36, 4:36-7, 44-6; 14:14-5; 15:6; 23:14-5; 25:5-6; 26:35-6; 38:23-6, 31; 86A:1-3
 Alberta Heritage Fund investments, 109:76
 Coal dust pollution control, 56:22-3
 Government funding, 38:80-4; 76:25-7
 Grain storage, 111:73, 81
 Grain terminal, financing, construction delays, etc., 56:21-2; 84:14-7
 Grain terminal, investments, 114:110, 118
 Harbours Board, Federal Commerce and Navigation Ltd., relationship, 38:31, 35, 42-4; 73:5-9
 Railways, upgrading, 106:43, 88-9, 102; 114:13-4, 23
 Stacker reclaimers contract, Mitsubishi, Stevens-Adamson tenders, 56:20; 59:4-9, 18, 25-7; 60:12-9, 29-34; 73:7-8
 Steel pipes, Japan contract, Canadian content, etc., 59:17-26, 29-30; 73:6-7
See also Search and rescue; VIA Rail Canada Inc.
- Prinet, Mr. Dominique** (Assistant Vice President, Planning, Nordair Limited)
 Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 42:85, 95
- Pritchard, B.C.**, *see* CP Rail—Tank cars
- Privy Council**, *see* Grain transportation—Hopper cars, Allocation
- Pro-Star Mills Ltd.**, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Procedure and decisions of the Chair**
 Acting Chairman, appointment, M. (Mr. Mazankowski), 35:6, agreed to
 Adjournment, 104:38-9; 119:43-4; 129:43
 M. (Mr. Benjamin), 131:10, 13-4, 54, negated on division, 3, 6
 Agenda and procedure subcommittee
 Chairman, questioning procedure, improvements requested, 4:25
 Establishing, M. (Mr. Forrestall), 1:8-9, agreed to, 5
 Meetings, 17:7; 21:6; 22:39; 55:58; 61:31-2; 96:6; 105:9-10, 64
 Members unable to attend, 103:23-4
 Membership, 90:6
 M. (Mr. Bockstael), 87:6, agreed to, 4
 Planning, 87:8
 Reports
 First, 1:6-7; second, with amendment, 2:5-6; third, 4:4; fourth, 11:4-5; fifth, with amendment, 13:4-5; sixth, M. (Mr. Maurice Dionne), 15:7, agreed to, 3-4; seventh, 22:5; 24:4-5
 Seventh, M. (Mr. Forrestall), 24:16, agreed to
 Eighth, M. (Mr. J. Campbell), 40:4-5, agreed to
 Ninth, M. (Mr. Bockstael), 56:24-6, agreed to, 5
 Tenth, M. (Mr. Nowlan), 64:3-4, agreed to, 4
 Eleventh, M. (Mr. Bockstael), 69:58, agreed to, 6
 Amdt. (Mr. Nowlan), 69:5-6, agreed to, 6
 Thirteenth, M. (Mr. Bockstael), 81:21, amdt. (Mr. Nowlan), agreed to, 4
 Fourteenth
 Amdt. (Mr. Nowlan), 90:38-9, agreed to, 4
 M. (Mr. Nowlan), 90:7-9, agreed to, 3
 M. (Mr. Turner), 90:38, agreed to, 4
 Fifteenth, M. (Mr. Flis), 96:5, agreed to, 3
 Sixteenth
 Concurrence, M. (Mr. Bockstael), 101:60, withdrawn, 3
 Concurrence, M. (Mr. Turner), 101:60-2, agreed to, 4
 Amdt. (Mr. Nowlan), 101:61-2, agreed to, 4
 Consideration, 100:3
 Sixteenth and seventeenth, consideration in public, M. (Mr. Benjamin), 101:58-9, agreed to, 3

Procedure and decisions of the Chair—Cont.

Agenda and procedure subcommittee—Cont.

Reports—Cont.

Seventeenth

- Concurrence, M. (Mr. Bockstael), 101:62, agreed to, 6-7
- Amdt. (Mr. Bockstael), 101:74, agreed to, 7
- Amdts. to amdt. (Mr. Benjamin), 101:74, negated, 7
- Amdts. (Mr. Benjamin), 101:69, 73, negated, 6-7
- Premature release to public, 101:59-60
- Reporting to House, 101:77, agreed to, 7
- Eighteenth, M. (Mr. Mazankowski), 120:112, agreed to, 5-6
- Amdt. (Mr. Benjamin), 120:112-4, negated, 6
- Amdt. (Mr. Bockstael), 120:112, agreed to, 5

Agenda, changing at Minister's request, 25:38

Bills

Amendments

- Admissibility, 132:46, 57, 4-5; 136:18-25, 4; 139:41; 140:13
- Beyond scope, out of order, 79:30-3, 9; 124:113-5, 10-1; 131:75-7, 8-9; 135:34, 4-5, 61, 6; 140:44, 63-4, 5-6, 10; 142:13, 3-4
- Copies submitting to Clerk before moving, 125:33
- Deleting clause, not in order as proper course is to vote against clause, 11:8
- French version, 132:101-3; 133:6
- Inconsistent with decision given on former amdt., not in order, 11:79-82
- Order of consideration, out of order at this place, 75:32-3
- Out of order, non-applicable, 75:30-1
- Previous amendment, returning to, 135:10, agreed to, 3
- Principal of bill, changing, 124:103-4, 9; 134:31-2, 4-5; 138:26-8, 3-4, 32, 4, 38, 43-5; 140:36-8, 4-5; 141:37-9, 5
- Redundancy, 141:25, 4
- Report stage, introducing at, 48 hours notice, 139:5-6
- Returning within clause to section preceding amdt., 76:70
- Royal recommendation, exceeding, 12:30-2, 48-50; 76:73-4; 77:26-7; 123:97-9; 124:12-4, 29; 139:7, 3; 140:56-7, 6-9; 142:33-4, 5
- Informal report to Minister, proposal, 122:12-4, 20; 123:15-6; 132:66; 136:21-6
- May be dealt with at Report stage by Minister, 121:63-6, 71-2; 122:5-8, 14-25; 132:63-8; 138:8-11, 29; 143:20-1, 50-2
- Standing, 76:12
- Substantive, may not be introduced by way of modification to interpretation clause, 143:29-30, 14-5
- Withdrawal, unanimous consent withheld, 130:32-4; 137:44
- Amendments to amds., disposed of, amendment debate in order, 79:41-2
- Clause by clause study, 70:36; 71:20-5; 72:5-6, 13; 73:18-9, 29; 75:6; 123:36-9
- Clauses
 - Deleting, 136:36-7, out of order, 5
 - Order of consideration, 122:5
 - Standing, 123:39-41
- Debate beyond scope, not in order, 1:18-9
- Debate, relevancy, 76:56-8; 135:8-9
- Definitions, consolidating under single clause, 123:50-5, 82-6
- Format, numbering scheme, 72:25, 30; 73:31
- French/English texts, aligning, 75:14-5
- Insufficient time to study, 72:10-3; 120:114-8; 126:13-4
- Minister, Committee appearance, 78:4
- Preamble, beyond competence of Committee to add, 121:48, 62
- Private members, federal-provincial-municipal committee referral, 36:30-1
- Private members, incurring government expenditures, 34:17, 37-8; 36:5-6

Procedure and decisions of the Chair—Cont.

Bills—Cont.

- Report stage, date, extending, 128:135-45; 129:44-54
- M. (Mr. Flis), 129:54-85, agreed to as amended, 7
- Amdt. (Mr. Benjamin), 129:69-75, negated, 6
- Amdt. (Mr. Dubois), 129:75-8, agreed to, 6
- Amdt. (Mr. Mazankowski), 129:66-7, negated, 6
- Amdt. (Mr. McKnight), 129:68-9, negated on division, 6
- Amdt. (Mr. McKnight), 129:78-83, withdrawn, 7
- Amdt. (Mr. Neil), 129:65-6, negated, 6
- Amdt. (Mr. John M. Reid), 129:83-5, agreed to, 7
- Reporting to House, obligation, 113:181; 114:160
- Reprinting for report stage
 - M. (Mr. Bockstael), 143:49-52, agreed to, 17-8
 - M. (Mr. Corbin), 79:49-50, agreed to, 10
 - M. (Mr. Deniger), 12:61, agreed to, 17
 - M. (Mr. McDermid), 2:27, agreed to, 6

Chairman

Gifts, 116:79

Partisanship, 117:152

Rulings

- Error, 138:26
- Members reflecting on, 140:66-7
- Personal views expressing, 140:57
- Sustaining, 124:30, agreed to, 5, 104 agreed to on division, 8, 115-6, agreed to on division, 11
- M. (Mr. John M. Reid), 123:85-6, agreed to, 7
- Voting, 123:7; 126:8; 140:11
- Witnesses' briefs reflecting on, 109:203-4
- Committee, master of own proceedings, 111:133
- Committee room, refurbishing, 87:8
- Committee room, temperature, 24:3; 25:42; 37:9
- Communications, potential witnesses unable to contact Clerk, 112:74; 113:9-10, 53-4
- Demonstrations, 109:19-20; 112:46; 113:9, 15, 46, 80-1; 114:78-9; 116:15, 37, 64; 117:7; 118:20
- Division bells, 67:6-9, 13

Documents

- Appending to minutes and evidence, 98:3; 101:3; 106:123, agreed to; 108:17, agreed to, 55, 69, 74, 90, 193; 110:79; 111:28, 64, 151; 112:20; 114:235; 115:83, 121, 131-2; 117:21, 39, 54, 170, 183; 118:57; 119:72, 108; 124:12; 138:24-5
- Ms., 1:38, agreed to; 5:7, agreed to; 6:9, agreed to; 7:15, 27, 79, agreed to; 9:32, 48, agreed to; 15:7, agreed to; 18:5, agreed to; 20:11, agreed to; 24:7, agreed to; 28:11, 27-8, agreed to; 31:32, agreed to; 37:60, agreed to; 46:4, agreed to; 49:13, agreed to; 51:76, agreed to; 54:4, 11, agreed to; 58:28, withdrawn, 35; 68:27, 32, 58, agreed to; 69:9, 47, agreed to; 78:43-4, agreed to; 79:48, agreed to; 81:22, agreed to; 82:43, agreed to; 84:20, agreed to; 86:4, agreed to; 89:6, agreed to; 89:37-8, agreed to; Ms., 96:56, agreed to, 3
- M. (Mr. Corbin), 46:53, agreed to, 4
- M. (Mr. Mazankowski), 143:56, agreed to, 18
- M. (Mr. Nowlan), 48:24, agreed to, 3
- Availability to members, 40:16-7; 45:4, 19-20; 46:27; 95:14-5, 26, 33
- Briefs
 - Advance distribution, 109:42-3; 110:6; 112:62
 - Clarification requesting, 118:83-6
 - Agenda and procedure subcommittee referral, 118:87
 - Deadline, 103:24
 - Discussing prior to presentation, 46:49
 - Not reading in order to proceed with questioning, 109:47-8; 110:39
 - Omitted from briefing book, 111:103
 - Organizations filing before appearing, 45:26
 - Précis preparation, 40:26-7, 69

Procedure and decisions of the Chair—Cont.**Documents—Cont.****Briefs—Cont.**

Printing as if read in entirety, 119:128

Reading into record, 110:9-10

Distribution, 16:39; 21:115-6; 22:5-6; 86:4; 114:44-5; 120:16-8, 58-9; 121A:40-3, 91-2;

Both official languages, 5:7; 21:38; 54:8; 95:34-5

Requesting, 40:27-8, 49, 69, 82, 88; 46:41; 93:32-3

Tabling, 20:15, 41-3, not in order; 88:18, 36; 95:11-2, 16-8, 26, 30-1, 34, 39; 96:54; 114:22; 118:28-9

Both official languages, 20:67

Election of Chairman and Vice Chairman, Ms. (Messrs. Bockstael, Turner), 87:5, agreed to, 4

Election of Chairman and Vice Chairman, Ms. (Mr. Mackasey), 1:8, agreed to

Election of Vice-Chairman, M. (Mr. Bockstael), 55:55

Election of Vice Chairman, M. (Mr. Corriveau), 87:5, inadmissible

Estimates

Chairman calling vote, 24:7-8

Discussing only those before Committee, 85:46-8

Insufficient time to discuss, 33:30-1

Films, presentation, 31:5-8

Hospitality, expenses, M. (Mr. Mazankowski), 120:11

In camera meetings, 24:16; 27:32; 40:4; 52:4, 13, 29; 54:3; 100:3-4, 8-15; 101:56-9

M. (Mr. Olivier), 100:11, agreed to, 3

Minutes, printing, 40:5

Language, unparliamentary

"Bullshit", withdrawal requested, 64:44; 76:64; 89:34

"Criminal", withdrawal requested, 31:64

"Idiots in Treasury Board", withdrawal requested, 31:40

"Lie", withdrawal requested, 109:84

"Yahoo", withdrawal requested, 14:9-10

Meetings

Additional, 35:34-5, 40-2

Adjourning, 54:33; 73:77; 96:53

Division bells ringing, 17:21; 21:81; 26:32; 30:57, 61-2; 53:6-7

All party representation, 23:7

Cancelling, 18:24; 81:69

Coffee service, 123:54

Extending hours, 23:29

Notice, M. (Mr. Forrestall), 89:5, agreed to, 3

Open to public, identification/affiliation unnecessary, 95:5

Scheduling, 16:39; 19:21-2; 68:58; 76:59-66; 81:62; 82:29, 42-3;

88:5-6; 95:5-6, 39, 64-5; 96:6-7; 132:50-1; 136:40-1;

137:48-55, 5-6

Agenda and procedure subcommittee referral, 68:15-8; 96:6

Block system, 31:83; 90:6-9, 38

Ms. (Mr. Deniger), 76:66, agreed to, 8; 97:4, agreed to, 3

Amdt. (Mr. Olivier), 97:22, agreed to, 3

Railway Committee Room, M. (Mr. Forrestall), 1:10-1, agreed to

Members

Alternates, 87:7-10; 90:38-40, 49

Alternatives

M. (Mr. Bockstael), 103:22, agreed to, 5

Attendance, 112:43, 62

Other than Committee members, participation in proceedings, 21:12

Remarks, 78:13, 21-2

Imputing improper motives, 73:17; 76:60-5

Reflecting on integrity of Committee, withdrawal requested, 72:11-3

Reflecting on integrity of other members, withdrawal requested, 33:43

Procedure and decisions of the Chair—Cont.**Members—Cont.****Remarks—Cont.**

Reflecting on integrity of witnesses, withdrawal requested, 75:39-40; 79:41-2

Membership, 80:39

Minister, alleged contempt for Committee, 56:27-31

Ministers

Appearance before Committee, 52:31; 88:22-3; 104:49-50; 120:57; 122:10, 13

Prior notice, 23:8

Changing, effects, 118:6-8

Questioning instead of officials, 17:42

Statements, dispensing with, 24:8-9

Minutes and evidence

Corrigendum, 68:32; 124:12; 138:11; 142:45

M. (Mr. Forrestall) to print, 79:12, agreed to, 8

Extra copies, 140:33

Not recorded, 37:26, 29

Motions, seconder, need for, 21:22

Noise levels, 112:44; 115:193; 121:26

Orders of reference

Annual reports, automatic referral, 87:10, 17-9

Consideration, reporting deadline, extending, M. (Mr.

McDermid), 49:10, agreed to, 4

Debate, beyond scope, 46:19-24, 35-6, 83; 49:20

Expanding, 22:123-4; 67:23-5

Requesting, 67:23-5; 69:56-7

Photographers, 95:5, 34; 109:7, 103; 113:8; 114:7; 118:38, 57; 136:50

Printing, minutes and evidence

Additional copies, M., 108:8, agreed to; M., 109:104

M. (Mr. Marceau), 1:9, agreed to

Privilege, opposition members issuing press release, (Mr. Bockstael), 106:84-6

Questioning of witnesses, 19:42; 20:68; 21:100-1, 116; 34:9-10; 106:30; 111:65-6

Adjournment interrupting, 20:41-2

Department officials, authority to answer, 37:96-7; 58:14; 77:9

Insufficient time, 108:90

Members, time allotment, sharing, 38:36

Non Committee members, 108:17, 118

Parliamentary secretaries, 30:54-5

Political, Minister should answer, not officials, 68:59-60; 92:12-6

Political, witnesses not obliged to answer, 118:63-5

Questioners list, 21:12; 27:79; 31:6-7; 117:46-7

Members circumventing, 25:55, 63-4

Members excluded, 15:47

Retaining for next meeting, 96:54

Questions, directing to specific witness, 115:131

Relevancy, 23:13, 22, 29, 41; 25:52, 55; 73:8; 77:24-5; 95:45, 54-5; 117:137; 119:67-8, 81

Rotation by party, 25:51

Time limit, 15:47; 19:21; 48:28; 64:47; 65:6; 78:5; 86:4; 88:22; 105:63-4; 106:20

Extending, reply considered as opening statement, 94:7

M. (Mr. Flis), 89:6, agreed to, 3

Written questions and replies, 38:35-6; 83:12-4; 104:25-6, 44

Quorum, 20:68; 73:5; 81:5; 107:5; 110:6

Lack, 19:58; 52:29-30; 79:17-8

Meeting and printing evidence without, M. (Mr. Mazankowski), 87:6-7, agreed to, 4

Meeting and printing evidence without, M. (Mr. Penner), 1:9-10, agreed to

Railway Committee Room, other committees using, 80:47; 81:6-7; 82:43-4; 90:7-8

Recording equipment, failure, 110:59-60, 73

Procedure and decisions of the Chair—Cont.

Reports to House

Ninth, as amended, 55:58, carried

Chairman authorized to make editorial changes, M. (Mr. Nowlan), 55:58, agreed to

Cover, design, hiring consultants, M. (Mr. Deniger), 5:55, agreed to

Press conference, calling after tabling, 55:58

Printing in tumble format, M. (Mr. Bockstael), 55:58, agreed to

Printing, 2,000 additional copies in special cover, M. (Mr. Corbin), 55:55, agreed to

Room, overcrowding, 108:21

Room, refurbishing, 147:6

Witness, questioning, Benjamin attitude, 12:61-2

Slide presentation, 40:8-11

Translation services, 17:51; 121:41-2

Simultaneous interpretation, Members speaking too quickly, 88:46

Translators on strike, 14:18-9; 15:46

Travel expenses, opposition party researcher, M. (Mr. Benjamin), 107:48, agreed to, 3

Visitors, recognizing, 72:13

Votes

Recorded

Calling members in alphabetical order, alternates affecting, 137:25, 40

Dispensing with, 11:85, 92

Requesting, 76:37-8

Time limit, 11:90-3

Witnesses

Appearance before Committee, 1:11; 2:35-6; 17:6-7; 18:5, 24-5; 40:27, 34-5, 41; 46:5; 49:54; 52:29-31; 71:22-4; 81:5-6; 103:7-10; 105:10; 107:11, 48; 119:6

M. (Mr. Dubois), 103:22-3, agreed to, 5

Same witness for two different groups, 109:139-41

Attendance not required, 74:6-11

M. (Mr. Forrestall), 74:11, agreed to, 3

Casting aspersions on other witnesses, 116:20

Evidence, conflicting, 21:91-2

Expenses, Committee paying, 74:6

M. (Mr. Bockstael), 120:111

M. (Mr. Dion), 105:142, agreed to, 5

M. (Mr. Flis), 120:112

M. (Mr. Fraser), 74:11, agreed to, 3

M. (Mr. Mazankowski), 121:92, agreed to, 4

Ms. (Mr. Benjamin), 67:25-6, agreed to, 3-4

Grouping together, 108:69-70; 109:47; 110:40; 113:59, 71, 92; 115:7; 116:5

Leaving early, 17:5

Recalling, 31:5-7, 12, 21, 24-7, 45; 94:8; 95:35-6; 96:5, 44, 54; 108:39

Scheduling, 52:30; 103:8; 110:95-6

M. (Mr. Nowlan), 97:25, negative, 3

Statements, legal liability, 109:198

Testimony, contradictory, 37:56-7

Testimony, Parliamentary immunity, 100:6-15

Progressive Conservative Party, shadow cabinet, announcement, 126:13**Propane**, *see* Transport Department—Air administration**Proulx, Mr. Jacques** (Representative and Chairman of the Union of Agricultural Producers, Quebec Agro-Food Survival Coalition) Western Grain Transportation Bill (C-155), 118:9-18, 24-30, 37**Proven, Mr. Keith** (Chairman of the 516 Crow Committee, National Farmers Union, Region 5) Western Grain Transportation Bill (C-155), 111:122-3, 129-10, 136-7**Proven, Mr. Randy** (Individual, Onanole, Man.) Western Grain Transportation Bill (C-155), 112:74-6**Public sector wage restraints**, June 28/82 budget measures, CN Marine, CP Shipping, competition, effects, 78:15
CN Rail/CP Rail collective agreements, effects, 78:15-6**Puchaico, Mr. Syd** (Individual, Grandview, Man.) Western Grain Transportation Bill (C-155), 112:54**Pulp and paper industry**

Atlantic provinces, 21:29-30

Red Rock, Thunder Bay, Ont. sawmills, etc., 4:21-2; 17:46; 21:76-8

Pulse crops

Definition, 115:59-60

Freight rates, 115:60-1, 67-71, 76-9, 82-3

Pulsifer, Mr. Roy (Associate Director, Licensing Programs and Policy Development, Bureau of Domestic Aviation, Civil Aeronautics Board, Washington D.C.)Air Transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 48:6-13, 29-30, 39-40, 43-4, 50-1, 56-7**Purchase and Use of Solar Heating (PUSH)**, *see* Solar energy**Pye, Mr. H.J.G.** (General Solicitor, Canadian National Railways) Railway Bill (fences—C-227), 36:20-1, 27**Quail, Mr. Randal** (Deputy Commissioner, Canadian Coast Guard, Transport Department)

Transport Department estimates

1980-1981, main, 13:26-7; 14:21

1981-1982, main, 26:19; 28:20

1982-1983, main, 56:23-4

1983-1984, main, 92:23-6, 32-4

Quebec, *see* Air Canada; Air transport—Competition,

Quebecair—Regional carriers; CN Express; Freight rates—Crow's Nest Pass rates—Revision; Harbours, wharves and breakwaters; Livestock; Nordair—Quebecair; St. Lawrence Seaway

Quebec, port

Autonomy granting, 13:34-5; 14:20-1

Dredging, 14:21

Grain elevator development, 14:19-20

Local port corporation application, 92:29

Security officers, lay-offs, 13:33-4

Quebec Agro-Food Survival Coalition,

Membership, 118:8-9

See also Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)**Quebec and Montreal Port Wardens Act Bill** (S-3), references, 4:7**Quebec Chamber of Commerce**, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)**Quebec City**, *see* VIA Rail Canada Inc.**Quebec Government, Department of Transport**, *see*

Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

Quebec Grain Traders Association, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

Quebec, North Shore and Labrador Railroad, 93:23

Quebec Professional Feed Manufacturers' Association, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

Quebecair

Air Canada, competition, 40:90; 43:12, 24
 CALPA membership, 31:41-2
 Financial position, 43:10-1; 88:28-30; 89:11-2; 98:19-20, 24-5
 Financial problems, Quebec II proposal, etc., 85:26-37, 40; 86:15-25, 32-6
 National carriers, competition, 43:14-7; 98:21-2
 Operations, fleet, routes, 43:10, 13, 16; 98:20-2, 25
 Ownership, 43:18-9
 Policy, 43:5-6
 Rates, costs, subsidies, 4:47-9; 16:5; 19:40-2; 27:47, 75-6; 43:16-7; 90:20-3
 Subsidiaries, 43:10-1
See also Nordair Limited; Organizations/individuals appearing and briefs submitted—Air transport *Proposed domestic air carrier policy*

Queen Charlotte Islands, B.C.

VHF transmitters, installation, 4:43-6
See also Air transport—Fares

R.L. Banks & Associates, Inc., *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

Radar, *see* Navigation aids

Radchenko, Mr. Myles (President, Swift Current-Maple Creek N.D.P.)
 Western Grain Transportation Bill (C-155), 145A:127-9

Radioactive material, transportation

Communities en route, warning, 7:32-3, 40
 Emergency training, 7:49-51
 Inspectors, 7:28-9, 38-46, 50
 Rail cargo, 7:60-1
 Interaction, chemicals, explosives, heat, etc., 7:48-9
 Labelling, placarding, tagging, 7:33, 50-1, 60-1
 Nuclear waste, 2:17, 35-6; 7:85; 9:9
 Transportation flasks, Ontario Hydro plans, 7:46-8
 Packaging, standards, tests, etc., 7:35-8, 43-5
 Plutonium, 7:36-8
 Radiation levels, Air Canada, Health and Welfare Department monitoring, 7:31
 Security precautions, 7:32-4
 Shipper/carrier responsibility, 7:28
 Spills, clean-up, cost recovery, 7:42
 Spills, Toronto Malton airport, Air Canada transporting uranium ore, 7:27-31, 43
 Yellowcake, trucking procedures, 7:32-4
See also Air transport; Saskatoon; Shipping—Hazardous products

Radke, Mr. Doug (Assistant Deputy Minister, Alberta Agriculture, Alta. Government)
 Western Grain Transportation Bill (C-155), 108:26-30, 35

Railway Act

Updating, 35:28
See also Freight rates—Crow's Nest Pass rates, Railways, performance guarantees; Railways—Fences

Railway Association of Canada

Membership, 36A:1-2
See also Organizations/individuals appearing and briefs submitted—Railway Bill (fences—C-227)

Railway Bill (fences)—C-227. Mr. Collenette
 Consideration, 34:5-28; 35:6-42; 36:4-31

Railway Relocation and Crossing Act, 24:19

Railway Transport Committee

Canadian Railway Labour Association, co-operation, 7:57
See also Transport Department

Railways

Abandoned lines
 Reclamation, future needs, etc., 16:42-3
 Rights of way, 24:65-6; 93:18-9
 Toronto-Hamilton-Buffalo route, 16:41-2
 Transport Commission studies, 37:101-4
 Accidents, collisions, derailments, statistics, etc., 7:14-5, 22-3; 65:25-9
 Investigations
 Air accidents, comparison, 7:7-8
 Damage in excess of \$1,000, 7:7
 Report, Minister's right to withhold, 7:8
See also France; Niagara Falls, Ont.
 Arbitration decisions, enforcement, 93:19-20
 Auditing, Transport Commission costing study, etc., 16:11-5
 Borrowing, market confidence, 130:41-3; 131:15-7, 21
 British Columbia, federal-provincial agreement, Terrace-Dease Lake development, 23:33-4
 Centralized traffic control (CTC), 30:32-4
 Costing methodology, 106:104-11; 107:31, 42-4; 108:20, 29, 33-4, 43
 Costing order R-6313, 121:7-8, 27
See also Canadian National railways; Grain transportation; VIA Rail Canada Inc.—CN Rail/CP Rail pricing agreements
 Crossings, *see below* Relocation and crossing program; Rights of way
 Disclosure, 119:17; 121:31-2
See also Grain transportation—Railways, Investment
 Double tracking, 112:72; 114:13-4
See also CN Rail; CP Rail
 East-west trade routes, 117:55-6
 Efficiency, delivery capacity, etc., 30:38-9
 Electrification, modernization, 16:49; 21:25-6, 69-70; 22:111-2; 62:17-9; 85:22-4; 107:95
 Energy efficiency, other modes, comparison, 19:34-6; 22:60; 32:16-8, 29; 38:29-33, 67-74; 38A:1; 111:139
 Engine service brakemen (ESB), training, CTC role, 90:46-7
 Engineer training, 7:23-5
 Equipment, purchases, Canadian content, 93:18
 Fences
 Costs, maintenance, municipalities sharing with railway companies, provincial responsibilities, etc., 34:7-9, 16-29, 37-40; 36:4-9, 28
 Hamilton-Wentworth constituency, 34:10-6
 Inadequacies, deaths resulting, 34:6-7, 11, 19-21; 36:9-12
 Japan, comparison, 35:32
 Legislation
 Discussions, Transport Department, railways representatives, 35:26-8
 Government approval of private member's bill implied in second reading, 35:29-32; 36:25-6, 29
 Referring to tripartite committee, 36:24, 29-30
 Obligations under Railway Act, National Transportation Act, 35:12-3, 20-4, 39-40; 36:12-3, 20-2
 Toronto, 36:9, 16-8
See also Mississauga, Ont.

Railways—Cont.

- Freight crews, hours of work, 37:32-3
- Freight services, box car rehabilitation, 4:31-3
- Funding, \$400 million allocation, 81:36-7
- Hazardous products
 - Crews, special training, 9:20-1
 - Engineers unaware of cargo, 2:28-9; 6:34; 7:39, 60-2, 105
 - Labelling, placarding, box/tank cars, etc., 1:31-2; 7:61-2, 105-6; 8:11-3; 9:18, 41
 - Private companies, legislation, inclusion, 10:20
 - Red Book* classification, chlorine gas, etc., 1:32-3; 6:16-7; 7:20-2; 9:19; 16:22
 - Speed limits, 9:21, 39-40
 - Toxic/explosive goods, separation, 1:32-3; 7:91-3, 96-8; 9:7, 21; 21:89; 89:36
 - Trains, special designation, 9:20-1
- Historical debate, Alexander MacKenzie role, 113:83
- Litter, 34:15
- Obsolescence, modernization, costs, financing, etc., 7:17-20, 24-6, 58-60
- Ontario Scrivener task force, 17:63-4; 61:28-9
 - See also* VIA Rail Canada Inc.
- Operation lifesaver*, expanding, 35:19
- Passenger trains, right of way over freight, 32:19-20, 36-7, 65-8; 114:14, 23, 32
- Pedestrian safety at the railway right of way*, CTC report, 35:15
- Policy, consultation, 81:40
- Policy, Transport Committee role, 107:93-106
- Railbeds, nationalizing, 114:57; 119:41-2; 122:83
- Railway cars in U.S., 16:44-5
- Relocation and crossing program, grade separations, UTAP funds, etc., 16:18-9; 21:48-9; 23:14-9; 24:20-1; 30:60-1; 35:16-8, 27; 65:37-8
- Research publications, 37:98-100; 37A:3-34; 38:22
- Residential development adjacent to tracks, controlling, 35:11-2, 18, 28, 31-3; 36:6-7, 13-7
- Revelstoke, B.C., Railway Transport Committee orders, 25:51-2
- Revenues, all commodities, statement requesting, 107:29-30
- Rights of way, pedestrian crossings, urban areas, tripartite committee studying, 25:11, 38, 30:14-5; 34:17-9, 22-3, 30, 35; 36:8, 24-5, 29-30
- Rights of way, transferring to provinces, 98:54-5
- Safety standards
 - Air transport, comparison, 7:9-11
 - Bearing, roller, friction, 1:22; 7:11-2, 24, 59, 69-71; 9:21; 22:6-9, 13; 37:86
 - Brakes and braking, 7:11-3, 23-5; 7:67
 - CTC annual report, 1980, excerpt, 7:14
 - CTC study, 7:13
 - Complaints to union, CTC response, 7:55-7, 65-7
 - Conductors, emergency procedures, 1:30-2
 - Deficiencies, 1:16-7; 7:9-15, 62-8; 11:68-9; 16:35; 17:61-2
 - Grange report recommendations, 22:6-9, 12, 86; 24:8, 34-8; 30:42-4, 78-81; 37:85-6
 - Hot-box detectors, 1:17-8, 22; 7:12, 59, 71; 22:7-9; 37:86; 90:25
 - Human error, 7:19-20
 - Inspection procedures, 7:10; 17:43-4
 - Inspectors, shortage, 1:19-20; 4:30; 7:52-6, 63-4, 78; 16:49-50; 37:87-9; 65:24-9, 47; 89:30-1
 - CN/CP Rail car department men June 1980 lay offs, 4:31-4; 7:64-8, 78-9; 10:32; 16:50
 - See also* Containers—Inspection
 - Tracks, relocation, *see* Municipalities
 - Tracks, upgrading, 7:83, 86, 107
 - Train length, 64:26-8

Railways—Cont.

- Safety standards—*Cont.*
 - Unsafe practices condoned, 1:29-30; 2:32-3, 40; 7:23-5, 57, 97; 9:28-30, 42; 10:12-3; 65:27-9; 81:40-2
 - Bad order cards, removal, 7:65-6, 78-9; 11:72-3
 - Transport Commission responsibility, 7:73-6; 30:80-1
 - See also* Containers—Inspection
- Section men, shortage, 62:28-9; 65:47-8; 86:51-2
- Service/profit obligations, 35:27-8, 35
- Speed limits, 21:93
- Staff, alcohol/drug abuse, 21:90
- Statutory payments, 23:56; 24:54-5
- Trains, number, decreasing, 30:34-5
- Transport Department, jurisdiction, 93:22-3
- Trespassing, public awareness, increasing, 35:9-10, 13-4, 18-9, 27, 35-7; 36:6, 11-23
- United States branch lines, CN/CP purchases, rental, etc., 98:6-8; 101:51-5
- United States, deregulation, 119:9; 121:30-1
- Upgrading
 - Eastern provinces, 107:52-4
 - Oil funds, 20% allocating, 116:54-5
 - WESTAC report, 107:72-3
- Western Europe/Canada comparison, *The Railway Game*, excerpt, 7:17; 32:53
- See also* Air transport; Airports—Access; Bangladesh; British Columbia Railway; Calgary and Edmonton Railway; Canadian Institute of Guided Ground Transport; Churchill, Man, port; Coal; Conrail; Grand Trunk Western Railway; Milwaukee Railroad Company; Northern Alberta Railway; Ontario and Quebec Railway Company; Ontario Northland Railway; Prince Rupert, B.C.—Ridley Island; Quebec, North Shore and Labrador Railroad; Radioactive material—Inspectors; Railroad; Rock Island Railway; Soo Line Railway; Vancouver—Port, container traffic
- Railways, branch lines, grain dependent lines, abandonment, Hall (Emmett) report recommendations, etc., 111:144-7**
- Abandoned lines, rights of way, disposition, 30:2-3
- Abandonments
 - Consultation, 106:51-2
 - Crow's Nest Pass freight rates revision, effects, 107:93-4; 109:180; 110:25; 111:92, 141-3; 113:15, 49, 102, 198-9; 136:43, 48-9
 - Duff Commission recommendations, 113:17
 - Effects, studies, 113:137-8
 - Rockglen, Sask., 113:176, 189
 - Transport Commission hearings, 81:63-4; 86:36-8; 115:159-60; 136:65-7
- Auditor General recommendations, 88:54-5; 90:35-7, 56-7; 93:23-5; 106:93
- Bank widening, 3:37-8; 30:64-5
- Biggar, Sask., 93:30
- Brandon-Manitota, Man., 16:29-33; 17:22-3; 18:33-5
- Deferred maintenance, 104:29; 106:19-20, 57, 71-2; 112:47-8; 113:185, 189; 114:13; 119:17-9, 28-30, 33-4, 57-8; 140:39-40
- Definition, 135:62-3
- Elevator companies servicing, 4:13-5
- Elrose, Sask., 30:47-8; 93:30
- Funds, 3:36-8
- Maintenance, 110:15-6; 131:39-56
 - Holdbacks, 140:38-41; 141:6-7
- Neil report, 3:19-21; 30:64-6; 62:14-5
- Orders in council, delay, 3:33-6; 4:14
- Prairie Rail Action Committee, 16:31; 107:102

Railways, branch lines, grain dependent lines,...—Cont.

Rehabilitation program, public tenders, etc., 3:36-8; 16:5, 43-53; 17:24-5; 21:105-9; 23:14, 19-20, 35-8, 54; 24:55-7; 24A:1-7; 25:67-9; 29:32-3; 30:63-7; 33:32-4; 62:14-6; 68:30-1; 88:54-5; 93:5-6, 26-7, 32-3; 106:36-7, 52-4, 91-3; 113:51; 115:126, 188
 Rossburn subdivision, 111:150
 White Fox subdivision, photographs, 113:103
 Subsidies, 16:5; 17:11-2; 23:54-5; 29:35-7; 90:53-6; 93:6-9; 105:20; 114:32; 142:14-22

Rampton, Mr. A.V. (Chairman of the Board, Manitoba Milk Producers' Marketing Board)
 Western Grain Transportation Bill (C-155), 110:58, 74, 77-9

Randall, Mr. Murray (National Representative, Canadian Labour Congress)
 Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 54:8-11

Rapeseed, see Canola

Rattai, Mr. Richard (President, Manitoba Branch, Canadian Agricultural Movement)
 Western Grain Transportation Bill (C-155), 112:5-6, 13, 16-9

Raymond, Mr. Paul (Vice President, Brotherhood of Railway Carmen, Canadian Railway Labour Association)
 Transportation of Dangerous Goods Bill (C-18), 7:64-71, 76-9

Rea, Mr. John C. (Director of Transportation, Department of Highways and Transportation, Man.)
 Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 50:14-26, 29

Receiver General, see Ports Corporation—Local port corporations

Red Deer constituency, see Hazardous products—Accidents

Red Lake, Sask., see Airports—North Battleford

Red Rock, Ont., see Pulp and paper industry

Regina

Airport, expansion, service, etc., 15:13-4; 31:15; 33:11-2; 58:16-7; 86:29-31; 91:12-3
 Airport, VIA Rail Canada Inc. access, 32:54
 CN Rail relocation program, UTAP funding, 15:6, 13-4; 23:16-8; 24:19-22; 25:10; 29:10-3; 33:12-4; 61:16, 20-1; 93:21
 Multi-modal transportation centre, Air Canada ticket office relocation, 66:20-1
 Multi-modal transportation centre, CP station, selling to VIA Rail, etc., 4:11-3; 15:18; 18:10-4; 19:14-5; 20:79-82; 23:39-40; 29:17-9; 33:12; 38:58-60; 65:43-4; 81:60; 83:10-2; 94:36-7
 Water supply, 113:8; 115:101, 146; 117:183
See also CP Rail—Stations and acreage transfer to VIA Rail

Regionair, 88:30-1; 89:12

Regional Economic Expansion Department, see Highways and roads; Montreal—Port

Reid, Mr. Gordon (President, Western Barley Growers Association)
 Western Grain Transportation Bill (C-155), 108:135-8, 141-3, 148, 154

Reid, Mr. J. (PC—St. Catharines)
 Air Canada 1979 annual report, 20:46-51, 82-6, 91-3
 Points of order
 Bills, 36:30
 Ministers, questioning, 17:42
 Witnesses, 18:24-5
 Railway Bill (fences—C-227), 36:13-6, 29-31
 Safe Containers Convention Bill (C-21), 2:24-6

Reid, Mr. J.—Cont.

Transport Department estimates, 1980-1981, supplementary (B), 16:40-3; 17:42-6, 63-6; 18:21-5; 19:42-8
 Transportation of Dangerous Goods Bill (C-18), 6:28-31; 7:43-5; 8:17-21; 10:15-9, 32, 36-9; 11:19-21, 100-1

Reid, Hon. John M. (L—Kenora-Rainy River)

Freight rates, Crow's Nest Past rates, M. (Mr. Mazankowski), 123:28-35

Points of order

Agenda and procedure subcommittee reports, eighteenth, amdt. (Mr. Benjamin), 120:112-3

Bills, 120:117-8; 121:64-5, 71-2; 123:40-1, 50, 83-5
 M. (Mr. Flis), 129:57-62

Amdt., 129:83-4

Amdt. (Mr. Benjamin), 129:70-4

Amdt. (Mr. McKnight), 129:83

Chairman, rulings, M., 123:85

Documents, 119:128; 121:43

Meetings, 137:52-3

Questioning of witnesses, 104:25

Western Grain Transportation Bill (C-155), 104:25; 110:38, 102-3, 109-12; 111:55-8; 113:103-5, 131-4, 147, 156-8; 114:33-5, 123-5, 166-7, 232-4; 115:46, 51, 95-7, 183-4; 116:24; 118:54-7; 119:23-5, 41, 51-3, 108-9, 114-7, 128, 133-4; 120:42-3, 52, 87-93, 112-3, 117-8; 121:21-5, 30, 43-6, 63-5, 71-4; 122:46-7; 123:14, 28-30, 40-1, 44-6, 49-50, 53-4, 57, 63, 69-70, 76-7, 80, 83-9, 93-5, 98-101; 124:24, 31, 43-4, 48-52, 71, 100-1; 125:13, 21-3, 37, 30-5, 48, 58, 77, 83-5, 88-90, 113; 126:29-31, 60-2, 82, 98-102, 108-9, 116-7, 137, 140; 127:7-9, 13-6; 128:50, 67, 105-6, 119; 129:10, 41, 52, 57-62, 70-4, 79, 83-4; 130:24-5, 29; 131:14, 34-6, 71-2; 133:75-6; 134:29, 29; 135:26, 43-4, 48, 51; 136:23, 29, 37-9; 137:20, 52-3, 56, 59; 138:9, 28, 37-44; 139:15, 25, 28-32; 140:41-2, 45-9, 54-5; 141:9-11, 17, 23, 40; 142:9, 19-20, 39-41, 44

Reid, Mr. William (Vice President and Treasurer, Air Canada)

Air Canada annual reports 1980 and 1981, 66:8-10, 22-3, 32, 41-2, 49, 52

Reinders, Mrs. Patricia A. (Individual, Deadwood, Alta.)

Western Grain Transportation Bill (C-155), 146A:66-7

Reports to House

Air Canada annual reports 1980 and 1981, 69:3

Air Canada, headquarters relocation decision, etc., 103:4

Aviation Safety Board Bill, 148:3-4

Canadian National Railways 1979 annual report, 23:4; 30:3-8

Canadian National Railways 1980 and 1981 annual reports, 69:3

Ports Corporation Bill (C-92), 79:3-7

Proposed domestic air carrier policy (unit toll services), 49:3; 55:3-53

Safe Containers Convention Bill (C-21), 2:4

Transport Department estimates

1980-1981, main, power to travel, 4:3

1981-1982, main, 33:3

1982-1983, main, 65:3

1983-1984, main, 99:3

Transport policies in central Canada, 39:3-21

Transportation of Dangerous Goods Bill (C-18), 12:3-17

Western Grain Transportation Bill (C-155), 143:3-13

Power to travel, 103:4

See also Procedure—Agenda and procedure subcommittee, Reports

Research Action Education Centre

Background, 114:59-60

See also Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

Research and development, *see* Air transport

Reske, Mr. Henry (Farmer, Beausejour; Canadian Agricultural Movement)
Western Grain Transportation Bill (C-155), 112:5-8, 14

Responsibility for Hydrocarbon Pollution Convention, signatories, 5:20

Revelstoke, B.C., *see* CP Rail—Tank cars; Railways

Richards, Mr. Phillip R. (Chief Engineer, Canadian National Railways)
Railway Bill (fences—C-227), 36:12, 18-23, 27-8

Rideout, Mr. Roy (Vice President, Administration and Planning, Eastern Provincial Airlines)
Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 42:42, 53-6

Ridgeway, Mr. Bill (First Vice President and Policy Chairman, Liberal Party of Man.)
Western Grain Transportation Bill (C-155), 110:130-2, 135, 138-9

Ridley Island, coal port and grain terminal, *see* Prince Rupert

Ridley Island Terminals Inc., contracts, Canadian content, 84:17-8; 86:45-6

Ridley Terminals Inc., directors board, membership, 59:21, 28-9

Riel, Louis, references, 116:75

Riis, Mr. Nelson (NDP—Kamloops-Shuswap)
Transport Department estimates, 1980-1981, supplementary (B), 19:27-30

Ritchie, Dr. J.R. Brent (Director, Division of Travel and Tourism, Institute for Transportation Studies, University of Calgary)
Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 53:4-17

Riva, Mr. Walter J. (Past President, Coal Association of Canada)
Western Grain Transportation Bill (C-155), 108:56-68

Roberts Bank, B.C., coal terminal development, 15:6; 72:21-2
Dredging operations, etc., 26:5-11, 27
Environment assessment, 28A:8-11
Management, Westshore Terminals Ltd., role, 73:5-6
Tariff structure, 38:32, 82

Roberts, Mr. J.F. (Chairman and President, VIA Rail Canada Inc.)
References, *see* VIA Rail Canada Inc.
Transport Department estimates
1980-1981, supplementary (B), 19:5-68, 71-81
1981-1982, main, 32:4-9, 12-69
1981-1982, supplementary (C), 37:7-24, 29-46, 49-60

Robertson, Mr. W.J. (President, Canadian Air traffic Control Association Inc.)
Transport Department estimates, 1981-1982, main, 31:7-24

Robinson, Mr. David (Department of Agriculture & Marketing, Nova Scotia, Maritime Farmers Council)
Western Grain Transportation Bill (C-155), 119:94

Robinson, Mr. Svend (NDP—Burnaby)
Point of order, estimates, 85:46-7
Transport Department estimates, 1982-1983, supplementary (B), 85:45-7; 86:6-12
Western Grain Transportation Bill (C-155), 117:170

Robson, Mr. Iain L. (Farmer, Deleau, Man.)
Western Grain Transportation Bill (C-155), 112:5, 10-5, 20

Robson, Mrs. Marian L. (Chairman, Port of Vancouver)
Western Grain Transportation Bill (C-155), 117:116, 121, 124, 137-43

Rock Island Railway, 119:63; 121:18

Rockglen, Sask., *see* Railways, branch lines, Abandonments

Rogers Pass, *see* CP Rail

Romania, 24:26

Ronahgen, Mr. Don (National Farmers Union, Region 7, Alta.; Farmer, Holden)
Western Grain Transportation Bill (C-155), 109:44-5

Rose, Mr. Cliff (Senior Adviser, International Relations, Transport Department)
Safe Containers Convention Bill (C-21), 2:10-2, 15-6, 20, 23-5

Rose, Mr. Mark (NDP—Mission-Port Moody)
Transportation of Dangerous Goods Bill (C-18), 7:31-6, 40, 48-50

Ross, Mr. Cy (Committee Member, Save the Crow Committee; Member for Gravelbourg, Palmer Pool Committee, District 2)
Western Grain Transportation Bill (C-155), 114:75-7, 157, 163, 166

Ross, Mr. Ernest (Past Director, National Farmers Union, District 2, Local 620)
Western Grain Transportation Bill (C-155), 113:79-85, 104-5

Ross, Mr. John (Past Chairman, Council of Forest Industries)
Western Grain Transportation Bill (C-155), 117:7-21

Ross, Mr. Lyle (Individual, Basswood, Man.)
Western Grain Transportation Bill (C-155), 112:25-7

Ross, Mr. Rene (National Farmers Union, District 2, Local 620)
Western Grain Transportation Bill (C-155), 113:85-6

Rossburn, Man., *see* Railways, branch lines—Rehabilitation program

Roth, Mr. Clarence (Deputy Minister, Planning and Services, Alberta Economic Development, Alberta Government)
Western Grain Transportation Bill (C-155), 108:19-22, 29-31, 34-8

Rothstein, Mr. Marshall E. (Legal Advisor, Prairie Malt Limited)
Western Grain Transportation Bill (C-155), 113:158

Rouyn, Que., *see* Air transport

Roy, Mr. Marcel (L—Laval)
Transport Department estimates, 1980-1981, main, 3:25-7

Royal Canadian Mounted Police, *see* Air Canada—Headquarters; Dairy Commission; Hazardous products—Inspection

Royal Commission on Air Safety, *see* Dubin commission

Royer, Mr. Paul (General Counsel, Transport Department)
Aviation Safety Board Bill (C-163), 147:16-9, 31; 148:10-1, 16-8, 28-9

Rumble, Mr. Daryl (Director, Saskatchewan Pulse Crop Growers Association)
Western Grain Transportation Bill (C-155), 115:75-6

Rural Municipality of Birch Hill, No. 460, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

Rural Municipality of Douglas, No. 436, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

Rural Municipality of Ethelbert, Man., *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

Rural Municipality of Gravelbourg, No. 104, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

Rural Municipality of Rosburn, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

Rural Municipality of Woodlands, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

Rutledge, Mr. Pat (Second Vice-President, Western Stock Growers Association)
Western Grain Transportation Bill (C-155), 108:97

Rycroft, Alta., *see* Village of Rycroft

Rygus, Mr. Mike (General Vice President, International Association of Machinists, Canadian Labour Congress)
Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 54:15-27, 30-3

SOMMPS, *see* Southern Ontario Multi-Modal Program Study

SYSCO, *see* Sydney Steel Corporation

Safe Containers Convention Bill—C-21. Minister of Transport
Consideration, 2:5-27; report to House with amtds., 2:4
Clause 1, stood, 2:7; 2:27, carried, 6
Clause 2, 2:26, carried, 6
Clause 3
Amdt. (Mr. Maltais), 2:26, agreed to
As amended, 2:26, carried, 6
Clauses 4, 5, 6, 2:26, carried, 6
Clause 7
Amdt. (Mr. Maltais), 2:26-7, agreed to
As amended, 2:27, carried, 6
Clauses 8, 9, 10, carried, 6
Schedule 1, 2:27, carried, 6

Safety, *see* Air Canada; Air safety

Saguenay-Lac Saint Jean, Que., transportation problems, 19:39-42; 21:67-9; 22:59-64

Sahl, Mr. Avery (Second Vice President, Saskatchewan Wheat Pool)
Western Grain Transportation Bill (C-155), 114:131-2

Saint Augustine, Que., *see* Harbours, wharves and breakwaters

Saint John

Port
Commissioner Neil McKelvey, 77:7
Competition, protective measures, 71:17-9; 77:7
Container traffic, 84:48
Debts, 28:24; 38:48-9; 72:6-10; 77:6, 23-8; 78:17-21, 33-6
Development program, drydock facilities, etc., 26:42; 38:46; 84:14
Financial self-sufficiency, 26:38
Grain shipments 84:47-8
Rodney container terminal, 28:24
Wharfage charges, 23:13-4
See also VIA Rail Canada Inc.

Saint John Bridge Authority, debts, 78:18

Saint John Shipbuilding & Dry Dock Co. Ltd. (Saint John), 14:32-3; 38:11

Sainte-Petronelle, Que., *see* Harbours, wharves and breakwaters

St. Andrews, Man., *see* Airports

St. Andrews, N.B., port development, 26:40; 71:17-9

St-Denis, Mr. André (Vice President, Accounting and Control, Air Canada)
Air Canada 1979 annual report, 20:14-5, 57-8, 92-3

St. John, Mr. Richard (Deputy Administrator, Canadian Air Transportation Administration, Transport Department)
Air transport, *Proposed domestic air carrier policy* (unit toll services), August 1981, 40:7
Transport Department estimates
1980-1981, supplementary (B), 17:9-11, 33-5, 38-9, 57-9, 68
1982-1983, supplementary (B), 80:15-7, 21-6, 30-4, 40-6
1983-1984, main, 91:16-7, 22-5

St. John's

Airport, precision approach radar system, temporary dismantling for ILS installation, 3:8-10, 28; 4:60-1
Port facilities, CN dockyard, 22:23-4
See also Water Transportation Assistance Directorate; Newfoundland Steamship Limited Company

St. Lawrence Seaway

Cost recovery, user fees, etc., 88:34-6
Dredging, 26:22-3
Grain transportation, 84:6
See also Freight rates—Crow's Nest Pass rates
Icebreaking, navigation systems, etc., 18:18-9; 26:42-3
Improvements, capacity, etc., 14:28-30; 26:33-4; 92:6
Labour negotiations, safety concerns, survival suits, wet wall rooms, etc., 28:12-3, 19-21
Quebec conference, federal representation, 60:9-10
Shipping season, 13:7; 14:29; 18:17; 23:21; 26:33; 38:16-7; 85:25-6; 88:32-3
Snell, Eisenhower locks, repairs, 38:17
Tolls, 26:21-2, 31-3; 64:13-4; 84:5-6; 92:19-20

St. Léonard, N.B., *see* Airports

St.-Pierre, Mr. Paul-Émile (President, Co-opérative Fédérée du Québec)
Western Grain Transportation Bill (C-155), 118:9, 58, 70, 77, 81-2

St. Stephen, N.B., *see* Airports

Ste-Thérèse Island, Que., enlargement, 3:16; 13:12

Sales taxes, 23:60, 66

Saliken, Mr. Fred W. (Individual, Humboldt, Sask.)
Western Grain Transportation Bill (C-155), 146A:68

Salvador Wheat Pool Committee, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

Sar-Core report, *see* Coast Guard

Sargeant, Mr. Terry (NDP—Selkirk-Interlake)
Transportation of Dangerous Goods Bill (C-18), 9:22-5, 35-7
Western Grain Transportation Bill (C-155), 111:35-6, 113-4, 117

Sarnia, Ont., *see* CN Rail—Lucan

Saskatchewan

Legislative Assembly, *see* Mississauga, Ont., CP Rail Nov. 10/79 freight derailment
 MacMurchy, Gordon (provincial agriculture minister), references, 3:18-9
 Nationalized industries, 114:152-3
 Population, 113:131-3; 116:184
 Rural development, 113:196
See also Air transport; Airports; Bridges; Norcanair;
 Organizations/individuals appearing and briefs submitted—Air transport *Proposed domestic air carrier policy*

Saskatchewan Association of Rural Municipalities, *see*
 Organizations/individuals appearing and briefs
 submitted—Western Grain Transportation Bill (C-155)

Saskatchewan Canola Growers' Association
 Background, 115:18
See also Organizations/individuals appearing and briefs
 submitted—Western Grain Transportation Bill (C-155)

Saskatchewan Federation of Agriculture
 Membership, 115:122-4
See also Organizations/individuals appearing and briefs
 submitted—Western Grain Transportation Bill (C-155)

Saskatchewan Federation of Labour, *see* Organizations/individuals
 appearing and briefs submitted—Western Grain Transportation
 Bill (C-155)

Saskatchewan Government, *see* Organizations/individuals appearing
 and briefs submitted—Western Grain Transportation Bill (C-155)

**Saskatchewan Government, Rural Affairs Department, Planning and
 Research**, *see* Organizations/individuals appearing and briefs
 submitted—Western Grain Transportation Bill (C-155)

Saskatchewan New Democratic Party, *see* Organizations/individuals
 appearing and briefs submitted—Western Grain Transportation
 Bill (C-155)

Saskatchewan Power Corporation, efficiency, 113:147-8

Saskatchewan Pulse Crop Growers Association, *see*
 Organizations/individuals appearing and briefs
 submitted—Western Grain Transportation Bill (C-155)

Saskatchewan Stock Growers Association, *see*
 Organizations/individuals appearing and briefs
 submitted—Western Grain Transportation Bill (C-155)

Saskatchewan Trucking Association, 29:37

Saskatchewan Wheat Pool
 Background, 114:110-1
 Profits, 115:96
See also Organizations/individuals appearing and briefs
 submitted—Western Grain Transportation Bill (C-155)

Saskatchewan Wheat Pool, District 6, *see* Organizations/individuals
 appearing and briefs submitted—Western Grain Transportation
 Bill (C-155)

Saskatchewan Wheat Pool, District 8, Sub-District 6, *see*
 Organizations/individuals appearing and briefs
 submitted—Western Grain Transportation Bill (C-155)

Saskatchewan Wheat Pool, District 12, Sub-District 1, *see*
 Organizations/individuals appearing and briefs
 submitted—Western Grain Transportation Bill (C-155)

Saskatchewan Wheat Pool, District 15, *see* Organizations/individuals
 appearing and briefs submitted—Western Grain Transportation
 Bill (C-155)

Saskatchewan Wheat Pool, District 16, Sub-District 2, *see*
 Organizations/individuals appearing and briefs
 submitted—Western Grain Transportation Bill (C-155)

Saskatchewan Wheat Pool, Harris Committee, *see*
 Organizations/individuals appearing and briefs
 submitted—Western Grain Transportation Bill (C-155)

Saskatchewan Wheat Pool, Loreburn 17, *see*
 Organizations/individuals appearing and briefs
 submitted—Western Grain Transportation Bill (C-155)

Saskatchewan Wheat Pool, Talmage Committee, *see*
 Organizations/individuals appearing and briefs
 submitted—Western Grain Transportation Bill (C-155)

Saskatchewan Wheat Pool, Weyburn Committee, *see*
 Organizations/individuals appearing and briefs
 submitted—Western Grain Transportation Bill (C-155)

Saskatchewan Women's Institutes, *see* Organizations/individuals
 appearing and briefs submitted—Western Grain Transportation
 Bill (C-155)

Saskatchewan Young New Democrats, *see* Organizations/individuals
 appearing and briefs submitted—Western Grain Transportation
 Bill (C-155)

Saskatoon, airport, 23:56-7
 Radioactive material, inspectors, 7:27-9, 43

Satin, Mr. Morton (Pro-Star Mills Ltd.)
 Western Grain Transportation Bill (C-155), 113:202-6, 209-10,
 213-9

Savard, Mr. Michel (Quebec Agro-Food Survival Coalition)
 Western Grain Transportation Bill (C-155), 118:9

Save the Crow Committee, *see* Organizations/individuals appearing
 and briefs submitted—Western Grain Transportation Bill (C-155)

Saynor, Mr. Don (Manager, Alberta Cattle Feeders Association)
 Western Grain Transportation Bill (C-155), 108:102-11, 115-6

Schaefer, Mr. Dennis (Manager, Freight Policy Branch, Highways
 and Transportation, Manitoba Government)
 Western Grain Transportation Bill (C-155), 110:28

Schefferville, Que., *see* Airports

Schellenberger, Mr. Stan (PC—Wetaskiwin)
 Western Grain Transportation Bill (C-155), 108:39, 51-3, 121-3;
 109:22-3, 63-6, 106-7, 150-2, 198-200; 131:24

Schindler, Mr. Marc A. (Individual, Gloucester, Ont.)
 Western Grain Transportation Bill (C-155), 146A:69-70

Schneiderman, Mr. Ron (Secretary-Treasurer, Canadian Air Line
 Dispatchers Association, Canadian Labour Congress)
 Air transport *Proposed domestic air carrier policy* (unit toll
 services), August 1981, 54:22

Schofield, Ms. Fay (Swift Current Women's Institute)
 Western Grain Transportation Bill (C-155), 114:235-6, 242

Schreiber, Mr. Dennis G. (Traffic Manager, Prairie Malt Limited)
 Western Grain Transportation Bill (C-155), 113:159

Schultz, Mr. Richard (Associate Professor, Department of Political Science and Centre for the Study of Regulated Industries, McGill University)

Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 52:6-28

Schwartz, Mr. Cliff (President, Northern Sales Company Limited)
Western Grain Transportation Bill (C-155), 111:64-5, 73-5, 78-9

Science Council, *see* VIA Rail Canada Inc.

Scott, Mr. Arnold (Former Member, National Farmers Union, Local 649)

Western Grain Transportation Bill (C-155), 113:100-3

Scott, Mr. Geoff (PC—Hamilton-Wentworth)

Air Canada annual reports 1980 and 1981, 66:28-31

Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 42:70-3, 102-4; 47:25-9

Points of order, Minister, 56:27-31

Points of order, questioning of witnesses, 34:10

Railway Bill (fences—C-227), 34:10, 13, 23-8; 35:9, 24, 31-2, 35

Transport Department estimates, 1981-1982, main, 33:19-24

Transport Department estimates, 1982-1983, main, 56:26-31; 58:29-31; 64:22-5

Scrivener task force, *see* Railways—Ontario

Search and rescue

Arctic regions, 56:23-4

British Columbia, 21-metre vessels, effectiveness, 3:22-3; 24:53-4

Costs, 27:71

Helicopters, 24:53

Incidents, number, 84:43-4

Lee Wang Zin accident, bravery award, 3:22-4

Paging devices, 60:7-8

Studies, Committee responsibilities, 87:20

Studies, interdepartmental committee, etc., 57:4-7; 59:11; 84:13, 41-3, 48-50

Virgin Rocks, Nfld. project, 57:29-31

Volunteer services, 84:42-3

See also Coast Guard

Seatrain shipping company, 28:21

Seattle, Wash.

Port, 28:13-5; 78:6; 84:26

See also Grain transportation—United States ports

Sebastyan, Dr. Gad Y. (Director General, Airports and Construction Services, Transport Department)

Transport Department estimates, 1982-1983, main, 58:15-6, 21-3, 26-7, 33-4

Transport Department estimates, 1982-1983, supplementary (B), 80:11-2, 38-9

Seeds Act, amendments, 141:41-2

Senate Transport and Communications Committee

Bill (S-31) debate, 82:43-4

See also VIA Rail Canada Inc.—Abandoned lines

Senior Grain Transportation Committee

Car allocation, 108:51, 137; 109:25-6; 115:14, 44; 126:95

Headquarters, 127:30-1, 44-5

Meetings, frequency, 126:71-5

Members, expenses, 109:37

Members, term of office, 126:53-60

Senior Grain Transportation Committee—Cont.

Membership, 93:15; 103:13-4, 39; 104:4, 7-11, 22-3, 27; 105:31-2; 105:57; 106:49-50, 79, 115, 125; 107:91; 108:14-6, 28-30, 106, 113, 140, 146; 109:29-30; 110:42; 111:33-4, 98-100, 156, 159-60, 172-3; 112:30-1; 113:12, 55, 208-9, 219; 114:141-3, 159; 115:14-5, 52-3, 116, 191-2; 117:87; 118:15-6; 119:126, 130-3; 120:12, 15, 36-7; 121:45, 73-4, 78-81; 122:28-32, 37-8; 125:12

Trucking industry representation, 122:42-3, 53-6, 79-82, 87-90; 125:18, 26, 66-71

Observers, non-voting, 126:70-1

Observers, specialty crops industry, 126:75-87

Officers, election, 126:60-5

Officers, remuneration, 126:66-8

Previous committees, groups, relationship, 121:88-9; 123:44-5, 87

Reports, 128:14-5

Role, 107:18, 23; 109:36-7; 111:154-7; 114:130-1; 119:39; 121:72-3;

122:50-1; 123:45-6; 126:91-4, 116; 129:13-5, 52-9

Duplication, 113:64

Progress reports, 126:113-5

Subcommittees, establishing, 126:87-95

Travel expenses, 126:69-70

Vacancies, 126:37-53

Wheat Board powers, effects, 107:38-9; 109:38-9, 78, 146-7;

111:92-4, 122, 156; 112:22; 113:13-4, 55, 58, 170-1; 114:52,

132-3, 159; 116:8; 119:109-11; 127:17-24

See also Grain transportation—Administrator, Policy changes

Sept-Îles, Que.

Port development, 4:49-50; 17:39-40; 33:25; 38:76-9; 60:10-1, 22-6; 84:14-5

See also Air Canada

Shaffer, Mr. Bernie (Legislative Counsel, Justice Department)

Transportation of Dangerous Goods Bill (C-18), 10:29; 11:16-22, 27, 39, 51-74, 90, 98; 12:25-6, 31-40, 44-7, 53-6, 60

Shellbrook, Sask., *see* Town of Shellbrook

Shewchuk, Mr. Ken (Individual, Gilbert Plains, Man.)

Western Grain Transportation Bill (C-155), 112:66-7

Shields, Mr. Jack (PC—Athabasca)

Western Grain Transportation Bill (C-155), 108:100, 128-30; 109:36-7, 40, 94-5, 144-5, 192, 205; 117:54

Shipbuilding industry

Assistance program, policy, etc., 13:16-8, 37; 14:15-6; 18:26-9; 26:14-5; 56:16

Export Development Corporation, loans to foreign companies, 28:28-9

Icebreakers, 13:37-8

Subsidies, 20% to foreign companies, 9% to Canadian, 59:11-2

See also Merchant marine; Sorel, Que.

Shipping

Accidents

Arctic regions, *Edgar Jourdain*, Canadian Arctic Resources

Committee pollution response, 38:13-6

Cartiercliffe Hall lake vessel, Justice Mackay inquiry, recommendations, etc., 13:24-7; 28:20-1

East coast

Euro Princess (Liberian freighter), Canadian Forces Nov. 26/81 rescue, 38:10-1

Hudson Transport Dec. 25/81 Gulf of St. Lawrence sinking, 57:27-8; 59:10-1; 84:9-11, 29; 85:43; 86:4

Icebreaker *Louis St. Laurent*, Mar. 6/82 fire, 57:26-7; 94:14, 21; 92:8

M.V. Arctic Explorer July 3/81 sinking, 84:9-11; 92:22

Mekhanik Tarasov Soviet freighter, Feb. 16/82 sinking, uranium hexafluoride cargo, 84:27-8, 40-1; 86:46-7

Shipping—Cont.**Accidents—Cont.**

Investigation process, 84:18-9, 33-4, 38-9; 92:22-4

West coast

Queen of Port Albani, inquiry, 85:41

Queen of Prince Rupert, inquiry, 85:41-3

See also CN Marine—*MV William Carson*; Search and rescue and see also below Hazardous products

Advisory board, membership, 13:15

Arctic regions, Canadian ships, restricting foreign ships, etc., 18:26-7; 28:38

Arctic regions, services, 28:9-10

Bay of Fundy, international shipping lanes, 25:49-50

Canadian bottoms carrying energy resources, coal to Japan, oil from Mexico, etc., 4:9-10; 15:45; 18:27; 28:9; 38:58-9

Canadian traffic through U.S. ports, 28:35

Coastal shipping program, reviewing, 14:11; 26:11-2

Container traffic, stuffing/de-stuffing clause, 28:37; 84:26-7

Deepsea fleet, encouraging, tax incentives, Canadian National Railways role, 13:13-4, 18-20, 36-7; 14:16-7; 22:104; 38:57-8; 56:16; 59:11-2; 96:15-6

Foreign flag shipping, Canadian reliance on, reducing, 18:26-9
Hazardous products

Accidents, Cape St. James, B.C., Exide L320 spill, U.S. responsibility, 3:22-3

Coast Guard document, *Regulations respecting the packing, stowing, carrying, marking, and inspection of dangerous goods on ships*, 5:8

Foreign vessels, agent representative, 5:6, 19

Industry representative on Minister's advisory council, 5:14

Inspectors, analysts, new appointments, overlap with existing staff, 5:5, 18

Jettisoning of cargo for passenger safety, 5:17

Legislation

Co-ordination efforts, 5:7-8, 20-1

Overlap with existing regulations, 5:5, 9-11, 18-9

Pollutants excluded, 5:11-2, 14

Liability, bulk cargo exclusion, insurance, International Fund Convention, etc., 5:12-5, 19-20; 9:5; 11:77

Liability, overlap with Arctic Waters Pollution Prevention Act, Canada Shipping Act and IMCO convention, 5:5-11, 14; 8:7, 15; 11:42-9, 52-3, 77

Marine Safety Board, proposed role, 5:6-7, 16-8

Nuclear cargoes, monitoring, 84:27-8, 39-41

Percentage dangerous cargo, 5:15

International trade, UNCTAD, 40:40:20 policy, Jones Act, etc., 14:16-7, 33-4; 15:46; 18:26; 24:32-3; 84:37-8; 113:160; 134:25

United States position, 72:23-4

Labour costs, 28:7-8; 59:12

Laker traffic, crews, 28:9

Legislation, amending, international liability limit, 26:36

Manpower, lacking, 28:8

Marine Emergency Duties (MED) training, 5:15-7; 11:43-9; 13:24-7; 84:8-9, 12, 29-30, 34-6

Marine fuel

Cost increases, 23:12, 63-4

Transportation fuel cost recovery charge (TFCRC), 60:21-2; 72:15-6; 84:6-7, 22-4; 88:33-4; 89:33-5; 90:53, 92:5

Two-price system, effects, 13:8-9; 14:11; 15:7-8; 17:16-7; 24:27-30; 26:34-5; 28:30-1

Marine schools, colleges, expanding, 13:18

National advisory council on marine training, 13:26-7

Pleasure craft, see Coast Guard

Safety regulations, 18:29-31

Advisory board, combining with other modes, 84:18-9

Life rafts, 92:22

Shipping—Cont.**Safety regulations—Cont.**

Survival suits, 84:34; 92:26-7

See also St. Lawrence Seaway—Labour negotiations

Seamen training school, Morrisburg, Ont., 13:25-7; 28:8-9; 84:8, 11, 29, 34-6

Small boats/pleasure craft, pollution control, 60:8-9

Vessel traffic management, 28:31-5; 92:33-4

Vessels, depreciation, replacement, 28:21

Wolfe coastal vessel, repairs, 23:51-2, 59

See also CN Marine; Dome Petroleum; Grain transportation; Great Lakes; Merchant marine; St. Lawrence Seaway; Welland Canal

Shipping Act, amending, 84:30-1; 88:7; 92:22-3

Shipping Federation of Canada, see Organizations/individuals appearing and briefs submitted—Transportation of Dangerous Goods Bill (C-18)

Shortt, Mr. and Mrs. C.E. (Individuals, Laylor, B.C.)

Western Grain Transportation Bill (C-155), 144A:17

Shouldice, Robert, see Canadian Pacific Ltd—*The CPR: A Century of Corporate Welfare*

Shumuk, Mr. Ivan (Individual, Vernon, B.C.)

Western Grain Transportation Bill (C-155), 146:71-6

Siddon, Mr. Tom (PC—Richmond-South Delta)

Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 40:33-4, 54-8, 88-90; 42:18-20; 46:21, 24, 36-40, 50-1, 77-84, 97; 47:29, 34-8; 48:23, 41-3, 51-2, 79-84; 51:36-9, 42-5; 52:17, 23-7

Points of order

Documents, 40:88

Meetings, 76:61-4

Members, remarks, 72:12; 75:39-40; 76:61-4

Orders of reference, 46:21, 24, 83

Questioning of witnesses, 37:97; 38:35-6

Ports Corporation Bill (C-92), 72:12, 19-25; 73:5-11, 14-6, 21-2, 28, 38, 41-7, 60-2, 72-3, 81-2; 74:12-5, 20-5, 29-32; 75:19, 22, 26-7, 30, 33-45; 76:13-22, 25-8, 31-46, 49-51, 55-75, 78-83, 86-93; 77:6-15, 19-22, 25-7, 34-5; 78:14, 21-7, 36-9; 79:13-5, 19-22, 26-46

Transport Department estimates

1981-1982, main, 26:5-11

1981-1982, supplementary (C), 37:44-51, 60, 96-100; 38:29-34, 53, 71-6

1982-1983, main, 56:35-9; 59:17-23, 28-30

1982-1983, supplementary (B), 80:19-22, 27-30, 35-7, 45-7; 82:45-50; 84:24-8, 39-43; 86:45-7

Western Grain Transportation Bill (C-155), 117:12-3, 26-8, 36-8, 71-2, 92-3 112-4, 137-9, 174-6

Side looking airborne radar, see Navigation aids

Siemens, Mr. George (Board Member, Canadian Agricultural Movement Inc.)

Western Grain Transportation Bill (C-155), 115:133

Sigda, Mr. Walter P. (Past President, Canadian Agricultural Movement Inc.)

Western Grain Transportation Bill (C-155), 115:121-2, 127-31, 141-5

Sigurdson, Mr. Kenneth (Swan River Pool Committee; Delegate, Manitoba Pool Elevators)

Western Grain Transportation Bill (C-155), 111:93-6, 108-9, 112-4; 144A:158-63

Silverthorne, Mr. Blaine (Traffic and Sales Manager, Dominion Malting Limited)
Western Grain Transportation Bill (C-155), 111:71-3, 84-5

Simpson, Mr. Ron (President, Palliser Wheat Growers Association)
Western Grain Transportation Bill (C-155), 115:11-3, 16, 28-9, 44, 51, 54

Sinclair, Mr. Gordon (Administrator, Canadian Marine Transportation Administration, Transport Department; Administrator, Canadian Air Transportation Administration, Transport Department)
Ports Corporation Bill (C-92), 70:13-4, 19-32; 71:5-19, 23; 72:5-10, 14-34; 73:5-12, 19-26, 29-47, 53, 56-72, 75, 79-82; 74:8, 12-4, 23-9; 75:9, 12-7, 21-5, 30-7, 41-5; 76:14-27, 35, 41-8, 57, 75-80, 83, 88-91; 77:6-11, 16-22, 33-7; 78:20, 35-6, 44; 79:14-5, 23-30, 34, 37, 40-2, 45-9
References, 75:39-40; 79:41-2, 50; 80:5-6, 12-4; 84:5; 85:15; 88:37
Transport Department estimates
1980-1981
Main, 4:8-9, 17-20, 46, 50-6; 13:7-40; 14:4-5, 8-17, 20-34; 15:8
Supplementary (B), 17:16-7, 30-1, 39-42; 18:17-9, 28-31
Supplementary (C), 23:13-4, 21, 27-33, 40, 51-3, 58-66
1981-1982, main, 24:44-5, 51-4, 64; 25:27, 46-50; 26:12-5, 18, 22-4, 32-43; 28:6-23, 27-39
1981-1982, supplementary (C), 38:10-7, 37-8, 56, 59
1982-1983, main, 59:10-7; 60:5-9, 19-22, 25-8
1982-1983, supplementary (B), 80:6-31, 34-40; 85:6-8, 20-2, 26, 45; 86:27, 31-2
1983-1984, main, 88:20-2; 89:17, 37; 91:4-28; 98:27-8, 39, 50

Sinkinson, Mr. Harold (Agricultural Counsellor, Rural Municipality of Gravelbourg, No. 104; Member, Palmer Wheat Pool Committee, District 2)
Western Grain Transportation Bill (C-155), 113:111-6, 120-31, 134-5, 139-49; 114:150-3, 157, 163-4

Skelly, Mr. Ray (NDP—Comox-Powell River)
Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 40:25-6, 71; 42:16-8, 33, 39, 50-2, 61-4, 93-5, 104-6; 46:19-24, 43, 47-8; 48:37-40, 50-1; 49:35-8, 49-51, 54.; 50:24-6; 51:40, 46-8; 52:29-30; 54:11-7
Aviation Safety Board Bill (C-163), 102:19-29, 33-4
Canadian National Railways 1979 annual report, 21:83-9
Points of order
Agenda and procedure subcommittee report, ninth, 56:24-6
Bills, 11:77-82; 90
Documents, 54:11
Orders of reference, 46:20-4, 36
Quorum, 52:30
Witnesses, 31:25; 52:29-31
Transport Department estimates
1980-1981, main, 3:22-4, 30-1; 4:53; 13:13-8
1980-1981, supplementary (B), 18:25-9
1981-1982, main, 24:49-54; 27:12-8, 99, 104; 31:21, 25, 65, 70-4
1981-1982, supplementary (C), 38:36-40
1982-1983, main, 56:19, 24-6, 39-43; 53:12-3, 20-7
1982-1983, supplementary (B), 84:9-13, 34-9, 43-4, 47-50; 85:41-5
Transportation of Dangerous Goods Bill (C-18), 11:47-8, 58-9, 61-3, 70-2, 77-82, 86-90, 95-100; 12:32-3, 37-51, 59

Skelton, Miss Connie (National Farmers Union, Region 5)
Western Grain Transportation Bill (C-155), 111:118-9

Skelton, Mrs. Jackie (Co-ordinator, National Farmers Union, Region 5)
Western Grain Transportation Bill (C-155), 111:118-20, 123-9, 132-7

Slater, Mr. David W. (Chairman, Economic Council of Canada)
Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 40:62-74, 77-95

Slinkard, Mr. A.L. (Director, University of Saskatchewan; Saskatchewan Pulse Crop Growers Association)
Western Grain Transportation Bill (C-155), 115:70-1, 76-7

Sloane, Mr. Ernie (Individual, Clearwater, Man.)
Western Grain Transportation Bill (C-155), 112:46-8

Sloane, Mr. William D. (Clearwater, Man.)
Western Grain Transportation Bill (C-155), 144A:164-5

Smith, Walter, references, *see* Canadian National Railways

Smythe, Mr. John (Transportation Chairman, Canola Crushers of Western Canada)
Western Grain Transportation Bill (C-155), 111:46-64

Snively, Mr. Carl (President, Snively, King & Associates, Washington, D.C., U.S.A.)
References, experience, qualifications, 119:61-2
Western Grain Transportation Bill (C-155), 119:7-63

Snively report, *see* Freight rates—Crow's Nest Pass; Grain transportation

Sofati Containerline, Canadian National Railways purchase, 90:28-31; 92A:1-2; 96:11-4, 46; 101:14-6

Soil conservation, Western provinces, 108:86-7, 96-7; 109:164; 114:234-5; 115:13-4, 62-3, 71-5, 79-86, 104-5; 116:10, 43

Solar energy, Purchase and Use of Solar Heating (PUSH) program, 23:40

Soo Line Railway, 119:63; 121:18, 21

Sorel, Que., shipbuilding, 18:26, 29

Soucy, Mr. Roland (Director and President of "Ordre des Agronomes du Québec", Quebec Section, Canadian Meat Council)
Western Grain Transportation Bill (C-155), 118:9, 39, 49, 52-5

Southern Ontario Multi-Modal Program Study (SOMMPS), 25:9

Soviet Union, *see* Automobiles; Grain; Wheat Board

Spencer, Mr. Ray (Parkland Advisory Committee, Binscarth, Man.)
Western Grain Transportation Bill (C-155), 112:23-5, 37-9

Spirit River School Division 47, *See* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

Springhill, Alta., *see* Airports

Spruce Home Citizens, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

Stanbury, Mr. Robert (National Legislation Committee, Canadian Manufacturers' Association; Vice President, Secretary and General Counsel, Firestone Canada Inc.)
Transportation of Dangerous Goods Bill (C-18), 6:5-19, 23, 27-34

Stanbury, Mr. W. (Professor of Policy Analysis, Faculty of Commerce, University of British Columbia, Director, Regulations and Government Intervention Program, Institute for Research on Public Policy, Vancouver, B.C.)
Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 51:5-11, 26-35, 41-2, 45-7, 50, 53-4, 57-8

- Standing Orders and Procedure (Special) Committee**, Chairman voting, 140:74-5
- Stanton, Mr. Hugh Lynch** (Past President, Western Stock Growers Association)
Western Grain Transportation Bill (C-155), 108:91-100
- Stebastyan, Dr. Steve** (Director General, Airports and Construction Services, Transport Department)
Transport Department estimates, 1981-1982, main, 27:24-5, 51-6, 60, 63-4, 79, 104
- Steinbeck, John**, *The Grapes of Wrath*, see Freight rates—Crow's Nest Pass rates, Revision, Economic/social effects
- Stephens-Adamson Limited**, see Prince Rupert—Ridley Island
- Stevens, Mr. Richard C.** (Executive Director, Chamber of Shipping of British Columbia)
Western Grain Transportation Bill (C-155), 117:121
- Stevens, Hon. Sinclair** (PC—York-Peel)
Western Grain Transportation Bill (C-155), 119:71-8
- Stevenson, Mr. Frank** (Individual, Debolt, Alta.)
Western Grain Transportation Bill (C-155), 109:178-9
- Stevenson, Mr. Lee** (Spirit River School Division 47; Farmer, Debolt, Alta.)
Western Grain Transportation Bill (C-155), 109:146-8, 151-2
- Stewart, Mr. Ronald** (PC—Simcoe South)
Transportation of Dangerous Goods Bill (C-18), 7:29-30
- Stinson, Mr. W.W.** (President, Canadian Pacific Limited)
Western Grain Transportation Bill (C-155), 106:71-2, 80-2, 88-93, 96-104, 119-20, 125-7
- Stirling, Mr. Robert** (Member, Research Action Education Centre)
Western Grain Transportation Bill (C-155), 114:46, 59, 62-6, 73-4, 82-5
- Stone, Mr. Lyall W.** (Individual, MacGregor, Man.)
Western Grain Transportation (C-155), 146A:77
- Storey, John**, see Ports—Efficiency
- Strain, Mr. Ted** (National Farmers Union, Local 628)
Western Grain Transportation Bill (C-155), 113:67-76
- Strain, Mr. Ted** (Individual, North Battleford, Sask.)
Western Grain Transportation Bill (C-155), 116:87-9, 94
- Strath, Mr. William** (Vice President, Manitoba Pool Elevators)
Western Grain Transportation Bill (C-155), 111:99-107, 115-6
- Strickland, Mr. Ken** (Consultant, Western Barley Growers Association)
Western Grain Transportation Bill (C-155), 108:141-52
- Strikes**, see Air traffic controllers; British Columbia
- Strilkiwski, Mr. Albert** (Individual, Ethelbert, Man.)
Western Grain Transportation Bill (C-155), 112:64-5; 144A:166-7
- Sturgeon, Mr. Arnold** (Vice President, British Columbia Railway)
Western Grain Transportation Bill (C-155), 117:157-8, 161-2, 169
- Success Former Wheat Pool Committee**, see Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Sudbury, Ont.**, see VIA Rail Canada Inc.—Northern
- Sullivan Commission**, see Terra Transport
- Sulphur industry**, Crow's Nest Pass freight rates revision, effects, 108:157-62, 167-9, 174
- Sulphuric acid**, see Hazardous products—Accidents, Thunder Bay
- Sultran Limited**, see Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Sunflight Vacations Ltd.**, bankruptcy, 66:51
- Supreme Court**, see Freight rates—Crow's Nest Pass rates, Railways, performance guarantees
- Sus, Mr. Frank** (Retired Port Manager, Churchill, Manitoba; Continental Grain Company (Canada) limited and Arctic Grain Limited)
Western Grain Transportation Bill (C-155), 111:77
- Sutherland, Mr. J.P.** (Executive Vice-President, Alberta Gas Ethylene Company Ltd., Canadian Chemical Producers' Association)
Western Grain Transportation Bill (C-155), 108:170-1
- Swan River Pool Committee**, see Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Swenarchuk, Ms. Michelle** (Counsel, Aircraft Operational Group, Canadian Union of Professional and Technical Employees)
Transport Department estimates, 1981-1983, main, 63:19, 27, 30
- Swift Current, Sask.**, see Weather
- Swift Current Women's Institute**, see Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Switenky, Mr. Earl** (President, Action Group for Crow Retention)
Western Grain Transportation Bill (C-155), 114:86-7
- Sydney Steel Corporation (SYSCO)**, see CN Rail
- TAP—Air Portugal** (Toronto), Toronto landing rights, 91:8; 97:7
- TEAP**, see Transportation Emergency Assistance Plan
- TFCRC**, see Transportation fuel cost recovery charge
- Taczynski, Mr. Mike** (Individual, Gypsumville, Man.)
Western Grain Transportation Bill (C-155), 112:27-8; 144A:82
- Talpash, Mr. Harry** (Individual, Gilbert Plains, Man.)
Western Grain Transportation Bill (C-155), 112:64
- Tapp, Mr. Darren** (Individual, Biggar, Sask.)
Western Grain Transportation Bill (C-155), 116:26-8
- Tapp, Mr. Elgin** (Individual, Swan River, Man.)
Western Grain Transportation Bill (C-155), 112:69-70, 77
- Tardif, Mr. Alain** (L—Richmond-Wolfe; Parliamentary Secretary to Solicitor General)
Point of order, documents, 118:85-6
Western Grain Transportation Bill (C-155), 108:132, 165-8; 118:85-6
- Task forces**, see Railways—Ontario
- Taylor, Mr. Claude I.** (President and Chief Executive Officer, Air Canada)
Air Canada annual reports
1979, 20:6-73, 78-94
1980 and 1981, 66:4-50
1982, 95:6-27, 32-9, 42-64
Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 46:52-97
References, see Air Canada—Auditing

Taylor, Mr. Gordon (PC—Bow River)

Point of order, questioning of witnesses, 108:90

Western Grain Transportation Bill (C-155), 108:35-6, 62, 65, 90, 98, 114-5

Technological advances, *see* Agriculture**Témiscouata, Que.**, *see* CN Rail**Teneycke, Mr. Myron** (Young Saskatchewan Wheat Pool Committee)

Western Grain Transportation Bill (C-155), 114:185-8

Tennenhouse, Mr. Arnold (Director, Branch-Line Rehabilitation,

Chief, Policy and Program Evaluation, Grain Transportation Directorate, Transport Department)

Transport Department estimates, 1981-1982, main, 29:10, 33

Transport Department estimates, 1982-1983, main, 62:15-6

Terra Nova Telecommunications (CNR operations in Nfld.),

101:48-52

Terra Transport (CNR operations in Nfld.), 15:43; 21:8-10, 40, 45;

22:18; 101:48-51

Containerization program, 30:68-72

Operating losses, 68:9-10, 48-9

Testing, evaluation, Sullivan commission report, etc., 29:30-2

Tessier, Mr. Claude (L—Mégantic-Compton-Stanstead;

Parliamentary Secretary to Minister of National Revenue)

Freight rates, Crow's Nest Pass rates, M. (Mr. Mazankowski), 123:30-1

Point of order, documents, 118:83-4, 87

Western Grain Transportation Bill (C-155), 108:144-5; 109:115-6,

134-5, 196; 110:134-6; 111:43-5, 77-80, 170-1; 112:61; 113:37-8,

119-22, 163-4; 114:80-1, 194, 205-6; 115:180, 201; 116:90;

117:38, 65-6, 93, 128-9, 150; 118:8, 23-6, 50-2, 80-4, 87, 94-5;

123:30-1, 65-6; 124:53-5, 58, 82-3; 125:34, 73-80; 135:10, 46;

140:59-60; 141:29, 40-1; 143:55

Tett, Mr. William (Vice-President, Sultran Limited)

Western Grain Transportation Bill (C-155), 108:156-62, 167-9, 174

Thacker, Mr. Blaine (PC—Lethbridge-Foothills)

Western Grain Transportation Bill (C-155), 104:42-3; 108:151;

109:81-5, 122-4; 128:10-3, 25-6, 64, 92, 101, 124-5

The Grapes of Wrath, *see* Freight rates—Crow's Nest Pass rates,

Revision, Economic/social effects

The Question of Appropriate Grain Contribution to the Coverage of Constant Costs, *see* Grain transportation—Costing methodology**The Railway Game**, *see* Railways—Western Europe**Thiessen, Mr. Isaac** (Vice President, Saskatchewan Association of Rural Municipalities)

Western Grain Transportation Bill (C-155), 113:120-3, 129

Thiessen, Mr. Stuart (Executive Secretary, National Farmers Union)

Western Grain Transportation Bill (C-155), 113:9, 29, 34-7, 40-5

Thompson, Mr. Jim (Individual, Brandon, Man.)

Western Grain Transportation (C-155), 146A:78-99

Thompson, Mr. K.W. (Senior Counsel, Transport Commission; Export Staff, Transport Committee)

References, *see* Committee—Staff

Transport Department estimates, 1981-1982, supplementary (C), 37:103-4

Western Grain Transportation Bill (C-155), 123:71-9, 82; 124:31-2,

86-92; 125:26, 45, 86; 126:44-6, 49, 52-3, 57-62, 85-7, 92-3,

101-3, 111, 121; 127:17, 34-6; 128:40, 43-5, 55-6, 59-67, 71-5,

82-3, 86, 101-4, 107-8, 127; 129:16-7, 28, 31-3, 36-40; 130:21-3,

Thompson, Mr. K.W.—*Cont.*

Western Grain Transportation Bill (C-155)—*Cont.*

26-30, 37-8; 131:14-5, 18-20, 25-6, 36-7, 51, 69-70; 132:16, 19, 23-4, 43, 73-4, 90-2; 133:44-8; 135:13, 27-9; 136:28, 36, 54, 62-3, 69, 70-2; 137:11, 43, 46-7, 58-60; 139:34-7; 140:17-8, 76-8, 85; 141:31-3, 38-9, 43-4; 142:15-7, 20-2; 143:27, 34, 39

Thompson, Man., *see* Airports**Thompson, Mrs. Rita** (Board of Directors, Olds & District Chamber of Commerce)

Western Grain Transportation Bill (C-155), 109:160

Thomson, Mr. Bob (General Manager, Winnipeg Business Development Corporation)

Western Grain Transportation Bill (C-155), 110:111-2

Thomson, Mr. John (PC—Calgary South)

Transport Department estimates, 1980-1981, supplementary (C), 23:29-33

Thunder Bay-Atikokan NDP Riding Association, *see*

Organizations/individuals appearing and briefs

submitted—Western Grain Transportation Bill (C-155)

Thunder Bay, Ont.

Grain handlers strike, 38:16-7

Port, regional importance, 73:71-2; 76:91

See also CP Rail—Signalling system; Grain transportation; Hazardous products—Accidents; Icebreaking—Bubbler experiment; Pulp and paper industry; VIA Rail Canada Inc.

Timanson, Ms. Beth (National Farmers Union, Region 7, Alta.; Farmer, Vegreville)

Western Grain Transportation Bill (C-155), 109:51

Time Air Limited

Dash-7 service, 20:63

Fleet, 44:5-7, 29

Operations, routes, 44:4-8, 22-3, 30

Regional carriers, competition, 44:8, 30, 45

Revenues, profits, 44:6, 29-32

See also Organizations/individuals appearing and briefs submitted—Air transport *Proposed domestic air carrier policy*; Pacific Western Airlines

Tittley, Mr. Robert (Director, Rail Passenger, Transport Department)

References, *see* Transport Department—Railway transportation branch

Transport Department estimates, 1982-1983, main, 61:26-7; 62:22-5

Transport Department estimates, 1982-1983, supplementary (B), 81:8-10, 15, 18-9, 22-3, 28, 39, 50-5, 58

Tkach, Mr. George (Individual, Regina, Sask.)

Western Grain Transportation Bill (C-155), 116:33

To Kill the Crow, *see* Freight rates—Crow's Nest Pass rates**Todd, Mr. D.E.** (General Manager, Public Affairs and Advertising, Canadian National Railways)

Canadian National Railways annual reports 1980 and 1981, 68:83

Tofford, Mrs. Audrey (Individual, Portage LaPrairie, Man.)

Western Grain Transportation Bill (C-155), 112:72-4, 78

Tolton, Mr. Ron (Director, Western Section, Calgary, Alta., Canadian Meat Council)

Western Grain Transportation Bill (C-155), 114:90-1, 99, 102-4

Torbay, Nfld., *see* Airports**Toronto**

Emergency planning, 9:13-4, 37, 43, 46-7

Toronto—Cont.

Harbour Commission, 13:30-3; 14:4-5; 18:5; 18A:1

Harbourfront, 13:32

Island airport

General aviation, access, 31:64, 79

STOLport, 23:45-6; 24:24-5

See also Air transport—STOL

Malton international airport

Air traffic controllers, 25:13-4

Congestion, 91:25

Control tower, Caledon antenna, relocating, 15:35; 23:46; 27:95-7

Electrical power plant, June 1980 failure, etc., 23:46-7; 31:14

Expansion program, terminal 3, runway 4, noise levels, etc.,
3:31-3; 4:38-9; 15:35-8; 20:39-40; 25:38-9; 27:28, 65, 97-8;
31:63-4; 33:11; 57:15-9

Firefighters walkout, airport closure, 17:68-70

General aviation, access, 31:63-75

Master plan, 27:35, 38-41, 60-1, 27:66-9; 31:78-80; 86:48

Moratorium on new airlines, reconsideration, 4:40-2; 15:37;
23:73-5; 27:27-8; 57:33; 88:49-50; 91:8

Officials, Committee co-operation, 57:32

Revenues, 4:41-2; 15:35; 91:19

Runway 1533, twinning, 31:47-8

Safety standards, 27:96-7

Service bays, 27:94

Terminal one, improvements, advantages, 27:25; 42:77

Traffic projections, 57:33

Two terminals, effects, 42:95

Wardair facilities, 27:66-70, 87-9, 92-5

Weather information, 31:76-7

See also Air Canada—Accidents

Picking international airport 1975 shelved project, land disposal,
etc., 27:61-5

Urban transportation, commuter services, VIA Rail/GO train,
17:52-4; 21:41

See also Air transport; CN Rail—Maintenance crews; CP Air; CP
Rail; Eastern Provincial Airways—Brandon;
Municipalities—Rerouting; Pacific Western Airlines;
Railways—Fences; TAP—AirPortugal

Tourist industry, *see* Air Canada—Advertising; CN Marine—Rates;
VIA Rail Canada Inc.—Abandoned lines

Tousignant, Mr. Henri (L—Témiscamingue; Parliamentary Secretary
to Minister of Public Works; Parliamentary Secretary to Minister
of Indian Affairs and Northern Development)

Transport Department estimates, 1980-1981, main, 13:40

Transport Department estimates, 1982-1983, main, 65:38-41

Towers, Mr. Gordon (PC—Red Deer)

Safe Containers Convention Bill (C-21), 2:12-3

Transportation of Dangerous Goods Bill (C-18), 2:28-30, 36

Western Grain Transportation Bill (C-155), 108:33-4, 61-2, 86-8,
147-8; 109:34-6, 117, 159-61; 124:54, 74, 91; 125:15, 25-7,
36-41, 46, 49-51, 101-4

Town of Shellbrook, Sask., *see* Organizations/individuals appearing
and briefs submitted—Western Grain Transportation Bill (C-155)

Town of Watrous, *see* Organizations/individuals appearing and briefs
submitted—Western Grain Transportation Bill (C-155)

Toye, Mr. D.E. (Chairman, Petroleum Association for Conservation of
the Canadian Environment)

Transportation of Dangerous Goods Bill (C-18), 8:4-26

Trade, *see* Pacific Rim countries

Transcona workshop, *see* CN Rail; VIA Rail Canada Inc.

Transport Commission

Accident investigation, conflict of interest, 7:71-3; 9:26; 11:41;
16:33-4

Air Canada, conflict of interest, 47:18; 49:14

Canadian Railway Labour Association, co-operation, 7:57-8

Chairman, appointing, 85:15, 20; 86:18-9; 88:7-8; 89:37-8; 98:54

Commissioners, vacancies, 16:23

Decisions, over-ruled, 49:26-8

Hazardous products, role, 1:23-4

Information, accessibility, 49:52

Inspectors, staff, review, (previous Trudeau government), restraint
program, 100 person-years reduction, etc., 1:16-26, 33-4; 2:19,
39; 4:27-8, 32-3; 7:52-4, 63, 67-8, 76-8; 9:42; 10:30-1; 16:12, 18,
37-9; 17:15-6; 90:24, 31

See also Containers

Mandate, policy directives, 52:11-27

Mandate, responsibilities under National Transportation Act,
90:40-1, 44-5, 49-52

Ministerial interference, 49:47

Organization, 1:24; 16:25

Ottawa branch, 90:40

Public hearings, interest groups, funding, 30:42-4

Red Book, *see* Railways—Hazardous products

Research branch reports, 37A:3-34; 90:50-2

Research staff, 37:69-70

Role, effectiveness, 16:6-9; 65:42-3

Statutory authority, 131:56-8

Students, summer employment program, 90:43

Western provinces branch, operations, 16:24, 31; 17:23-6; 21:37-8;
30:63-4, 82-4; 33:33-4; 49:37-8; 65:42; 81:45-6; 90:25-6, 40;
107:23-4; 114:12, 22, 31-2, 36-7; 122:44-6

Legal status, 123:56-82

See also Air B.C.; Air Canada; Air safety; Air transport; CN Rail;
CP Air—Toronto; CP Rail—Stations and acreage transfer;
Containers—Inspection; Eastern Provincial Airways; Grain
transportation—Other commodities; Hazardous
products—Emergency authority; Merchant marine;
Nordair—Routes; Organizations/individuals appearing and
briefs submitted—Air transport *Proposed domestic air carrier
policy*—Transport Department estimates, 1982-1983,
main—Western Grain Transportation Bill (C-155); Railways;
Transport Department; Transportation—Policy; VIA Rail
Canada Inc.—Legislation; Wardair Ltd.—Scheduled operations

Transport Department

Air administration

Motor vehicle propane conversion, 80:26-8

Policy planning, 27:57

Staff, 81:61-2

Aircraft

Accidents, 64:32-3

Numbers, inspection/maintenance, accidents, etc., 63:15-7, 22-7

Purchases, Challenger, Dash-7, 27:94

Canutec service, *see* Hazardous products—Emergency 24-hour
information service

Clippings service, 142:7-8

Comments on the provisions of the former Bill (C-25), which is now
Bill (C-18), *see* Hazardous products—Legislation

Dangerous goods division, 1:24; 10:20

Dangerous Goods Newsletter, *see* Hazardous products

Estimates

1980-1981

Main, 3:5-41; 4:6-63; 13:6-40; 14:4-34; 15:5-47

Supplementary (B), 16:5-54; 17:5-70; 18:4-42; 19:5-81

Supplementary (C), 23:7-66

Transport Department—Cont.

Estimates—Cont.

1981-1982

Main, 24:7-79, 25:5-75; 26:4-44; 27:2-110; 28:5-40; 29:4-38; 30:11-87; 31:5-83; 32:4-70; 33:5-44

Reducing to \$1, M. (Mr. Anguish), 33:38-43, negated on division, 4

Supplementary (C), 37:5-105

1982-1983, main, 56:6-43; 57:4-34; 58:4-35; 59:4-30; 60:4-34;

61:4-35; 62:4-32; 63:4-30; 64:5-47; 65:5-49

1982-1983, supplementary (B), 80:5-47; 81:5-69; 82:4-53;

83:4-30; 84:4-50; 85:4-48; 86:4-53

1983-1984, main, 88:5-63; 89:5-44; 90:6-57; 91:4-28; 92:4-35;

93:5-46; 94:4-43; 98:4-58; 99:5-8

Expenditures, 23:59; 84:21; 91:21-2, 27-8

Special recovery program, Apr. 19/83 budget measure, 98:48

Ferry services, transferring from surface to marine administration, 61:32

Marine administration, expansion, salaries, expenditures, 28:15-7

Marine administration, skilled tradesmen, training, hiring, etc., 13:29-30

Minister, twinning, western and Atlantic regions, 25:40

Moncton office operations, 57:8-9, 28-9

Official languages policy, human rights violations, etc., 64:37-46

Pepin, Hon. Jean-Luc priorities, 4:6-8

Person years increase, 57:7

Railway Transport Committee, independence, effectiveness, 37:77-81

Railway Transport Committee, person years increase, 37:62-6

Railway transportation branch (passenger service), Director Robert Tittle (former Voyageur Enterprises Limited executive), appointment, 37:23-4; 81:25

Staff benefit plans contributions, 57:7

Staff, Dubin commission witnesses, 17:14-5

Surface administration

Motor vehicle safety division, 81:62

Rail, metric conversion, 81:62

Rail priorities, staff, rail experience, 81:25-6, 39-40, 60-2

Surface administrator, training, 81:7, 39-40

Transport Commission, relationship, 27:104

Travel passes, 25:14-5

24 hour information centre, 1:27

See also Committee; Freight rates—Crow's Nest Pass rates,

Revision; Hazardous products—Legislation, Atomic Energy

Control Board; Highways and roads—Regional Economic

Expansion Department; Oil and gas exploration—Drilling rigs;

Voyageur Enterprises Limited; Water Transportation Assistance

Directorate

Transport 2000, see VIA Rail Canada Inc.—Abandoned lines, Appeals**Transportation**

Atlantic provinces, federal-provincial negotiations, 33:14-5, 18-9

Canada-U.S. border user fees, 88:31-2

Co-ordination, all modes, 72:18-9

Cost sharing, northern Canada, isolated areas, etc., 24:16-9; 25:72-3

Deregulation, 105:101

East-west vs north-south, 109:126

Federal-provincial ministers' conference, Victoria, 3:16-8

Federal-provincial relations, consultations, form, 98:55-6

Job creation role, 88:21-2

Multi-modal approach, 24:42-3

Policy

Ad hoc measures, 108:11; 117:16, 28, 41, 51

Equality/equitable treatment, all modes, 72:14-7; 110:26, 117, 123; 133:45-6

Transportation—Cont.

Policy—Cont.

National co-operation, importance, 108:154; 113:192, 197;

115:51; 116:30, 42, 56-9

Non-interventionary philosophy, A. Kroegeer article *Hard going in Opinion*, 37:77; 38:17-23, 67-70

Review, 15:17, 20-1; 24:16

Transport Commission role, 65:14-5

See also Nigeria

Public concerns, 15:5-6; 33:39-40

Safety, 18:22-3

Subsidies, necessity, 107:69-70; 109:108-9, 149; 111:126; 112:8, 19, 69, 73; 113:61; 114:48, 148

United States, 109:168

User pay concept, 17:54-5; 92:20-1; 107:92-3; 110:124; 117:64, 81

Transportation Emergency Assistance Plan (TEAP), see Hazardous products—Emergency 24-hour information service**Transportation fuel cost recovery charge (TFCRC)**, see Air Canada; Shipping—Marine fuel**Transportation in a resource-conscious future**, report, see VIA Rail Canada Inc.—Science Council**Transportation of Dangerous Goods Act**, implementation, 16:19-21; 17:26, 44-5; 24:8; 88:6; 89:30-1; 98:29-30**Transportation of Dangerous Goods Bill—C-18**. Minister of Transport

Consideration, 1:11-38; 2:27-40; 5:4-21; 6:4-35; 7:5-111; 8:4-26;

9:4-48; 10:4-40; 11:13-107; 12:18-62; report to House with amtds., 12:61

Clause 1, stood, 1:11; 12:61, carried, 16

Clause 2

Amdt. (Mr. Penner), 11:19-21, agreed to, 5

Amdt. to amdt. (Mr. Benjamin), 11:21-9, withdrawn, 5

Amdts. (Mr. Maltais), 11:17-8, 29-32, agreed to, 5-6

Amdts. (Mr. Penner), 11:30-2, agreed to, 6

As amended, 11:33, carried, 6

Clause 3

Amdt. (Mr. Benjamin), 11:33-7, withdrawn, 6

Amdt. (Mr. Maltais), 11:83, agreed to, 10

Amdt. (Mr. Penner), 11:42-6, stood, 7

Amdt. to amdt. (Mr. Forrestall), 11:76, agreed to, 9

Amdt. (Mr. Skelly), 11:47-8, 77-82, negated, 10

Amdts. (Mr. Forrestall), 11:37-42, withdrawn, 6-7

Stood, 11:46; reverting to, 76, agreed, 9; as amended, 83, carried, 6

Clause 4

Amdt. (Mr. Maltais), 11:50, agreed to, 7

Amdts. (Mr. Turner), 11:50, agreed to, 7-8

As amended, 11:50, carried, 8

Clause 5, 11:50, carried, 8

Clause 6

Amdt. (Mr. Benjamin), 11:51-64, negated, 8

Amdt. (Mr. Fisher), 11:51, agreed to, 8

As amended, 11:64, carried, 8

Clause 7

Amdt. (Mr. Benjamin), 11:64-6, out of order, 8

Amdt. (Mr. Maltais), 11:66, agreed to, 8

As amended, 11:66, carried, 8

Clause 8

Amdt. (Mr. Benjamin), 11:83-5, negated, 10

Amdt. (Mr. Penner), 11:86-7, agreed to, 10

Amdt. (Mr. Skelly), 11:86, negated, 10

Stood, 11:75; as amended, 11:87, carried, 10

Clause 9, 11:75, carried, 8

Transportation of Dangerous Goods Bill—C-18....—Cont.

- Clause 10
 Amdt. (Mr. Benjamin), 11:87-8, withdrawn
 Amdt. (Mr. Penner), 11:88-9, agreed to, 10
 Amdt. (Mr. Skelly), negated, 10-1
 Stood, 11:75; as amended, 11:89, carried, 11
- Clause 11
 Amdt. (Mr. Benjamin), 11:89-90, agreed to, 11
 Amdt. (Mr. Bockstael), 11:93, agreed to, 11
 Stood, 11:75; as amended, 11:94, carried, 11
- Clause 12, 11:75, carried, 8
- Clause 13
 Amdt. (Mr. Fisher), 11:75-6, agreed to, 8-9
 As amended, 11:76, carried, 9
- Clause 14
 Amdt. (Mr. Benjamin), 11:96-104, negated, 12
 Amdt. (Mr. Ellis), 11:94, agreed to, 11
 Amdt. (Mr. Penner), 11:104, agreed to, 12
 Amdts. (Mr. Maltais), 11:94-5, agreed to, 11
 As amended, 11:104, carried, 11-2
- Clause 15
 Amdt. (Mr. Benjamin), 12:20-1, agreed to, 10
 Amdt. (Mr. Deniger), 12:20, agreed to, 10
 As amended, 12:33, carried, 10
- Clause 16
 Amdt. (Mr. Deniger), 12:24, agreed to, 10
 As amended, 12:24, carried, 10
- Clause 17
 Amdt. (Mr. Benjamin), 12:28-9, negated, 11
 Amdt. (Mr. Forrestall), 12:24-8, negated, 11
 Amdts. (Mr. Deniger), 12:29-30, agreed to, 11
 As amended, 12:30, carried, 11
- Clause 18
 Amdt. (Mr. Benjamin), 12:30-2, out of order, 11
 Amdt. (Mr. Benjamin), 12:34-8, agreed to, 12
 Amdt. (Mr. Fisher), 12:32-4, agreed to, 12
 Amdt. (Mr. Skelly), 12:32, agreed to, 12
 As amended, 12:48, carried, 12
- Clause 19
 Amdt. (Mr. Benjamin), 12:39-40, negated, 12
 Amdt. (Mr. Deniger), 12:41, agreed to, 12
 As amended, 12:41, carried, 12
- Clause 20
 Amdts. (Mr. Benjamin), 12:41-3, negated, 13; 12:43-7, agreed to, on division, 13
 As amended, 12:43, carried, 13
- Clause 21
 Amdt. (Mr. Deniger), 12:48, agreed to, 13
 Amdts. (Mr. Turner), 12:47-8, agreed to, 13
 As amended, 12:48, carried, 13
- Clause 22
 Amdt. (Mr. Benjamin), 12:48-50, out of order, 14
 Amdt. (Mr. Turner), 12:14, agreed to, 14
 As amended, 12:50, carried, 14
- Clause 23
 Amdt. (Mr. Benjamin), 12:50-1, agreed to, 14
 Amdt. (Mr. Turner), 12:52-3, agreed to, 14
 Amdts. (Mr. Forrestall), 12:52-6, negated, 15
 As amended, 12:56, carried, 15
- Clauses 24, 25, 12:56, carried, 15
- Clause 26
 Amdts. (Mr. Deniger), 12:56-7, agreed to, 15
 As amended, 12:57, carried, 15
- Clauses 27, 28, 12:57, carried, 15
- Clause 29
 Amdt. (Mr. Turner), 12:57, agreed to, 15
 As amended, 12:57, carried, 15

Transportation of Dangerous Goods Bill—C-18....—Cont.

- Clause 30
 Amdt. (Mr. Deniger), 12:57, agreed to, 15
 As amended, 12:57, carried, 15
- Clause 31
 Amdt. (Mr. Turner), 12:57-8, agreed to, 15
 As amended, 12:58, carried, 16
- Clause 32
 Amdt. (Mr. Turner), 12:58, agreed to, 16
 Amdts. (Mr. Deniger), 12:58, agreed to, 16
 As amended, 12:60, carried, 16
- Schedule
 Amdt. (Mr. Benjamin), 12:59, withdrawn, 16
 Amdt. (Mr. Deniger), 12:60, agreed to, 16
 As amended, 12:60, carried, 16
- Title, 12:61, carried, 16
 Amdt. (Mr. Benjamin), 12:60-1, negated, 16

Travacon Research Limited, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

Travel agencies

- Air flights, commission, bonuses, 48:69-70
 Air flights, criteria for recommendations, 48:66-8
 Licensing, 48:63-5
See also Air Canada—Ticket offices

Treasury Board, airports, revolving fund accounting system, 4:41-3, 63; 15:34

Trefiak, Mr. Thaddeus (Kelliher, LeRoss, Lestock Joint Committee)
 Western Grain Transportation Bill (C-155), 115:184-9, 200, 203-4; 146A:100-5

Trew, Mr. Harold (President, National Farmers Union, Local 613)
 Western Grain Transportation Bill (C-155), 113:97-100, 105

Trinity Lutheran Church, Quinton, Sask., *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

Tripartite committee, railway crossing safety, etc., *see* Railways—Rights of way

Trois-Rivières, Que., *see* VIA Rail Canada Inc.

Trucking industry

- Crow's Nest Pass freight rates, statutory inclusion, 120:35-6
 Hazardous products, 1:20
 Fatalities, 9:9-10
 Labelling, placarding, etc., 9:9, 43
 Colour coding, 7:96-7; 9:19-20
 Provincial responsibility, 1:22; 11:15
 Safety standards ignored, 8:13
 Toxic/explosive goods, separation, 7:91-8
 Ports policy changes, effects, 24:41
 Railways, interests, 113:17; 116:66
See also CN Express; Freight rates—Crow, Gilson task force; Grain transportation; Potash industry—Transportation; Saskatchewan Trucking Association; Senior Grain Transportation Committee—Membership

Tuiaizynski, Mr. Clem (Prince Albert, Sask.)
 Western Grain Transportation Bill (C-155), 144A:168

Turner, Mr. Bill (Director, Family Farm Foundation)
 Western Grain Transportation Bill (C-155), 114:211-2, 215-6

Turner, Mr. Charles (L—London East)
 Air Canada annual reports, 1979, 20:86-9
 Air Canada annual reports, 1980 and 1981, 66:31-4

Turner, Mr. Charles—Cont.

- Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 45:51, 48:44
- Aviation Safety Board Bill (C-163), 148:15-8, 32
- Canadian National Railways annual reports
 - 1979, 21:89-95, 116
 - 1980 and 1981, 67:23, 30-3; 68:19-25, 87-91; 69:9, 29-34, 49-52, 56
 - 1982, 96:35-8; 101:25-9
- Canadian National Railways, pension funds, M. (Mr. Forrestall), 67:23
- Organization meeting in relation to Standing Orders 69 (2) and (4) (a), 87:5-8, 11-2
- Points of order
 - Agenda and procedure subcommittee, 87:8
 - M., 101:60
 - Reports, fourteenth, M., 90:38
 - Election of Chairman and Vice Chairman, 87:5
 - Meetings, 90:38
 - Members, 90:39
- Ports Corporation Bill (C-92), 76:38
- Railway Bill (fences—C-227), 34:25-6; 36:16-9, 25
- References, 61:4-5
- Safe Containers Convention Bill (C-21), 2:18-21
- Transport Department estimates
 - 1980-1981, main, 4:30-4, 54
 - 1980-1981, supplementary (B), 16:18-24, 49-51; 17:26-30, 44, 52, 59-63; 19:48-53
 - 1981-1982, main, 29:14, 27-32; 30:32-6, 56-7, 76-81, 86-7; 31:50-1; 32:36-43, 65; 33:43
 - M. (Mr. Anguish), 33:43
 - 1981-1982, supplementary (C), 37:39-43; 38:49-52
 - 1982-1983, main, 57:24-6; 62:27-32; 64:25-8; 65:24-9, 47-8
 - 1982-1983, supplementary (B), 81:39-42; 82:26-9; 83:23-4; 86:25-9, 40, 51-3
 - 1983-1984, main, 89:30-2; 90:37-9; 93:18-20; 98:35-7
- Transportation of Dangerous Goods Bill (C-18), 2:30, 38-40; 6:31-4; 7:5, 23-6, 76-9, 103-9; 8:21-4; 9:21, 28-30, 38-42; 10:23-6; 11:25-9, 50, 72-5, 90; 12:47-8, 52, 57-8

Turner, Mr. Ted (President, Saskatchewan Wheat Pool)
Western Grain Transportation Bill (C-155), 114:108-43**Twarzinski, Mr. Clem** (Spokesperson, Spruce Home Citizens)
Western Grain Transportation Bill (C-155), 115:185, 196-8, 201, 204**Tweed, Ont.,** hazardous products, dangers, 7:84-5, 92; 9:9**Tweedie, Mr. George** (Treasurer, Macrorie Crow Committee)
Western Grain Transportation Bill (C-155), 114:46, 53-7**Tyrchniewicz, Mr. Ed.** (Department Head, Agricultural Economics Department, University of Man.)
Western Grain Transportation Bill (C-155), 105:16-8, 36-7, 49**UTAP,** *see* Urban transportation assistance program**Udell, Mr. Cal** (President, Continental Trucking Limited, Saskatoon Director, Saskatoon Trucking Association, Canadian Trucking Association)
Western Grain Transportation Bill (C-155), 105:113, 118-20, 123**Unemployment,** 117:103**Unifarm**

- Background, membership, 108:41, 53
- See also* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

United Church of Canada, Saskatchewan Conference, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)**United Grain Growers**

- Membership, operations, 111:15-7
- Questionnaire, 111:26-8
- See also* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

United Kingdom, *see* Air safety—Legislation; Air transport—Deregulating**United Nations Conference on Trade and Development (UNCTAD),** *see* Shipping—International trade**United States**

- Dredging operations, Mount St. Helens flooding, 26:27
- Federal Aviation Administration (FAA), 31:35, 38-9, 147:10; 148:23
- President Reagan Mar. 10-11/81 Ottawa visit, 23:14
- See also* Agriculture; Air Canada; Air safety—Legislation; Air traffic controllers—Hiring; Air transport; Airports—Safety standards; CP Rail; Canadian Pacific Limited; Grain; Grain transportation; Law of the Sea Conference; Railways—Railway cars; Shipping—Hazardous products, Accidents—International trade; VIA Rail Canada Inc.—CN Rail/CP Rail pricing agreements; Vancouver—Port, Efficiency; Wheat Board

Universiad Games, Edmonton, 1983, 109:80**University of Manitoba, Agricultural Economics Department,** *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)**Unruh, Mr. Harold** (Vice-President, Alberta Soft White Spring Wheat Growers)
Western Grain Transportation Bill (C-155), 108:138, 143**Upshall, Mr. Eric** (One Time Crow Association Incorporated)
Western Grain Transportation Bill (C-155), 114:45, 50-2, 83**Uranium City, Sask.,** *see* Airports**Uranium hexafluoride,** *see* Shipping—Accidents, East coast, *Mekhanik Tarasov***Uranium ore,** *see* Radioactive material**Urban transportation**

- Energy conservation measures, 25:8-9
- See also* Montreal; Toronto

Urban transportation assistance program (UTAP), 23:14-6, 62; 61:14-20; 62:10-2; 64:33-5; 81:20; 93:21**Burnaby, B.C.,** overpass, 23:15

- See also* Railways—Relocation and crossing program; Regina—CN Rail relocation; Winnipeg—CP Rail marshalling yards

Uruski, Mr. Billy (Minister of Agriculture, Manitoba Government)
Western Grain Transportation Bill (C-155), 110:16-20**User pay,** *see* Air transport—Fares; Airports—St. Andrews; Ports; Transportation**Uski, Hon. Samuel** (Minister of Highways and Transportation, Man.)

- Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 50:4-34
- Western Grain Transportation Bill (C-155), 110:8-16, 20-39

VASIS (Visual approach strobe indicator system), *see* Navigation aids

VIA Rail Canada Inc.

Abandoned lines, Nov. 15/81, 20% cutbacks, order in council implementation, etc., 37:8, 44-5, 77-8; 38:18-23, 92; 57:23; 61:15
 Alternative plan, 81:10; 82:21-3
 Appeals, Transport 2000 Melville Sask. proceedings, 81:27-9
 Bus industry, effects, 37:55-6
 Decision making process, access to documents, 38:54-5, 84
 Decision making process, political vs financial concerns, 37:55-9
 Economic impact, 37:99-100; 38:73
 Evaluating, 83:16-7; 94:34
 Further cutbacks, Pepin statements, 38:60-1; 56:11-2; 81:57-9
 Information package, 37:58
 Lay-offs, early retirement, seniority rights, special labour assistance agreement, etc., 37:40-3; 38:49-53; 81:9; 82:24
 Montreal-Saint John, *Atlantic* service, 37:16
 National Transportation Act (s. 64), violating, 37:20, 32, 96-7; 38:86; 78:11-2, 27, 41
 New Brunswick, Edmundston-Moncton bus services, 38:84-5; 56:33-4
 Ontario, Toronto-Havelock, \$100,000 audit discrepancy, 37:25-9, 90-1; 82:9-10
 Passenger cars, scrapping, 37:54-5; 38:89-90; 81:12-3
 President Frank Roberts position, resignation statement, etc., 37:10-3, 25-31, 46-51, 89-90; 68:92; 83:20
 Public hearings, Mazankowski summer 1981 task force study, 37:44-5, 98; 38:44-6, 87; 61:9-10
 Reinstating, 82:21
 Revenues, costs, 81:16
 Ridership, loss, 82:14-5, 25-6
 Senate Transport and Communications Committee, position, 56:9; 81:35
 Tourism, effects, 37:16, 99
 Transport Commission, bypassing, 37:30
 Winnipeg-Armstrong services, 38:90-1; 82:30-1
 \$100 million savings, 37:12-3, 48-50; 64:18-22; 65:11, 17; 81:7, 10-1, 55, 58-9; 82:15-6, 51-2; 82A:1-3
 Accidents/derailments, Carstairs, Alta., Mar. 23/83, automatic signal system, 90:31-5
 Administration/management reorganization, 81:9-11; 82:23-4, 40-2, 51; 94:4-9; 98:43-4
 Advertising, 61:27-8; 82:37-7
 Annual reports, publication dates, 37:43-4
 Atlantic region, Christmas service, 82:16-8
 Board meetings, 82:51; 94:8-9
 Breakdowns, passenger handling procedures, 82:27-8; 86:51
 Bus connections, Edmundston-Rivières-du-Loup, 19:34, 71
 Bus industry, competition, 32:45; 61:6, 10-2; 81:13-4
 CN Rail/CP Rail pricing agreements, costing order R-6313, subsidies, etc., 15:19-20; 16:15-6; 17:56-7, 64; 19:5-9, 13-4, 17-20, 30, 62, 76-8; 21:17, 41-2, 90-3, 109-11, 116-9; 22:27-8, 68-73, 109; 23:56, 63; 29:5-6, 15-9; 32:5, 11-2, 18-9, 30-2, 39-40, 46-7, 70; 38:73-5; 61:21-2, 26, 32; 68:38-41, 52-4; 69:24-5, 72; 82:12; 88:56-7
 Auditing, costing methodology, 13th bills, etc., 15:25; 16:12; 37:8-9, 38-9, 48-52, 59-60, 66-9, 81-5, 90-6, 100-4; 56:9-10; 61:22; 65:6-7, 16-8, 45; 81:8-10, 15-6, 55-6; 89A:1-24; 90:45-6; 94:5-7, 11-6, 20-1
 Auditor general recommendations, 88:52-7; 90:35
 Fixed cost contract negotiations, 81:17, 22-3; 82:17, 49-51
 Contracts, tabling, 61:31-2
 United States Amtrak, comparison, 19:12-7; 32:19; 37:38, 62-5, 70-6; 65:8-14, 41-7; 82:48-9; 90:26-8; 94:21
 CN Rail services, operating costs, 68:9-10, 81-2
 Calgary station, post office building, purchase, 15:17-9; 19:75-6
 Cambellton-Moncton, 94:36, 39
 Cancar facilities, 94:13-7
 Capital expenditures, 61:24; 81:58

VIA Rail Canada Inc.—Cont.

Chairman, appointing, 86:18-9
 Chicoutimi-Montreal, 19:40-1; 21:67-9
 Collective bargaining, 97:27
 Commuter services, 19:44-5; 82:10, 20-1, 28-9
 Constant costs contribution, 135:20, 37
 Cost recovery, 24:17; 29:7
 Cutbacks, proposals, Cabinet memo, etc., 19:50, 56; 29:11-2
 Disabled and handicapped, 19:45-8; 32:5; 37:8; 82:13
 Edmonton-Calgary corridor, 19:10-2, 75-6; 29:25; 37:17-8, 31-3, 49; 81:14
 Electrification, 29:25-9; 32:23
 Equipment, emergency use, 32:15
 Equipment, upgrading, maintenance, etc., 17:56-7, 63-5; 19:11-2, 18-9, 26-30, 49, 52-6, 60-2, 73; 22:40-1; 29:7, 13, 23-4; 30:31-2; 81:14, 17, 41-2, 59-60; 82:15, 38
 Europe, comparison, 94:23-4
 Expenditures, 29:4-5; 37:15; 81:7-12, 18-9, 22; 82:13-4, 38-42, 46; 88:6
 Failure, predictions, 32:5, 11
 Fares, 61:12-3, 25-7; 62:22-3; 64:14; 65:44
 Bus company objections, 19:48, 77-8; 37:23-4
 Discounts, 83:6-8, 14-5; 94:28-30
 Dorval-Ottawa, 21:92-3
 Group travel, 32:37-9
 Increase, Ont. tourism, effects, 19:48
 Seat-mile charges, 83:8
 Senior citizens, 19:63
 Freight/passenger needs, light perishable goods, CN Rail conflict, 19:31-3, 39-42, 64-7, 73-4; 21:61-2; 22:39-43; 29:15
 Halifax-Montreal, 19:69-72; 83:6
 Halifax-Yarmouth, 25:50-1
 Jurisdiction, 19:11
 Legal action, staff protection, 19:50-1; 21:90
 Legislation, proposed VIA Rail Canada Act, 19:56-7; 30:13-4, 17; 37:9-11, 24-5, 35-7, 45-6; 38:54-5, 73-6; 56:9-11; 61:7-9; 62:23-4
 Discussion paper, 81:23-5, 36, 52-3; 82:4-6; 83:20-1; 85:9-10; 93:11-4; 94:4-5, 34-6
 Transport Commission role, 90:41-5
 Load factor, routes, track miles, etc., 19:54-5; 38:23
 Losses, subsidies, etc., 19:10; 94:42-3
 Mail transportation, 19:67-8
 Maintenance costs, 94:6
 Mandate, 32:6; 82:30, 38
 Marketing strategy, advisory council, etc., 82:34-7
 Meal service
 Canadian wines, 19:46-7, 60
 Cutbacks, 37:31-4
 United States products, 25:52-3
 Mirabel-New York high speed train project, 32:43-5
 Montreal-Ottawa, 19:43-4
 Montreal-Toronto, 19:24-5, 72-3
 Multi-modal systems, advisory council, 83:4-7
 Multi-modal systems, role, 19:14-5; 32:53-7; 37:17, 22-4
 New Brunswick, *Ocean Limited*, Maine, U.S., routing Edmundston-Quebec City service, etc., 32:57-9, 69; 33:16-7; 94:9
 Northern Ont. service, Capreol, Sudbury, etc., 16:16-7; 17:64; 19:57-8; 98:9-10
 Ontario, provincial rail responsibilities transferring, study, 19:58-9
 Ottawa-Toronto, Belleville, Smith Falls, Kingston, problems, 19:24-5; 29:22; 32:6-10, 21-7, 37, 43, 47-53, 60-5; 37:18-9; 81:52-3; 82:10-2, 52; 83:8-9, 29; 86:49-51; 94:24-6
 Pass privileges, 29:13-5, 27-8; 30:17-22, 32, 48-9; 37:51; 38:88-9; 67:34-5; 83:17-9, 22-3; 93:22-3
 M. (Mr. Benjamin), 38:64-9, out of order, 4
 See also CNCP Telecommunications
 Passenger mile costs, 19:20; 32:29, 69; 81:58

VIA Rail Canada Inc.—Cont.

- Pension funds, 32:32-5, 40-3; 69:72-3
- Performance, penalties/incentives, 15:19-20; 19:15-7; 22:118-9; 25:54-5; 38:75
- Planning, long term, 19:9-10, 49, 56; 29:6-8, 23; 65:44-5; 83:23
- President and Chief Executive Officer Pierre Franche
 - Role, 82:45; 83:19-21
 - Salary, 83:24-6
 - Senate committee appearance, 94:42
- President Frank Roberts
 - Previous Canadian National Railways appointment, 37:39-41
 - See also above* Abandoned lines
- Prince Rupert-Prince George, service cutbacks, 56:20-1
- Quebec City-Edmonton, 94:37-92
- Quebec City-Windsor corridor, 17:64; 19:10-2, 19; 22:111-4; 32:4-6, 12-5, 20-1; 37:8, 17, 21-3; 82:35; 85:22-4; 107:52-4
- Quebec-New Brunswick, *Ocean* transcontinental service, 19:33-4, 71
- Quebec, south shore, Gaspé service, 32:28-9
- Repairs, Winnipeg, Montreal CN Transcona shops, work allocation, 81:36-7; 82:31-4, 38-9; 83:27-30; 85:10-5
 - Axworthy resignation statement, 85:11-3
- RESERVIA, reservation and reporting system, 15:40; 17:65-6; 19:45-6; 20:82-3; 25:52-4; 29:24; 30:21; 32:4, 15-7; 37:8; 83:12; 94:40-1
 - Air Canada co-operation, 66:19-20
- Revenues, 82:41; 94:10-1
- Ridership, 94:33-4
 - Increase, automobile use, bus services, effects, 19:9-12, 34-9, 55, 74; 32:4-5, 27-8, 59-60; 37:7-8, 11, 14-5
 - Studies, Halifax-Yarmouth, 32:45-6
 - Studies, southern Ont., 94:27-30
- Saint John, N.B., station, 19:14
- Salaries, limiting to 6% and 5%, 94:9-10
- Schedules slowdown, 37:15-9
- Science Council, *Transportation in a resource-conscious future*, report, 82:45-8
- Scrivener task force findings, 19:21, 45, 48, 58
- Service/profit obligations, 32:18-9; 81:53; 82:8-9, 39-40; 116:65
- Service, staff attitudes, etc., improving, 15:39-41; 17:63-5; 19:46, 69-73, 78-81; 32:16, 20
- Short-haul routes, 94:31-3
- Ski train, Edmonton-Jasper, 21:18
- Sleeping accommodation, reserving, 37:31
- Staff, 82:26, 40
 - CN Rail/CP Rail employees, 19:22-3
 - Drinking rules, 83:23-4
 - Morale, 82:17-8
 - Protection, 25:52
- Stations, volunteer citizens renovating, 37:28-30
- Subsidies, \$70 per passenger, 37:14-5, 50; 105:115; 114:14
- Telephone book, French only listing, 19:46-7
- Thunder Bay, Ont., station, 15:39-40
- Toronto-Chicago, 81:28
- Tourism, importance, 29:12
- Tracks, improving, dedicated lines, etc., 19:23-4; 29:24-5; 82:27-8
- Tracks, purchasing, 94:31
- Trains, light, rapid, comfortable (LRC), 17:64; 18:14-6; 19:8, 12, 19, 26, 30, 55, 63-4, 69-71; 29:7, 12-3, 17, 23-4, 27; 30:31-2, 72-4; 32:12-4, 44-5; 37:19-24; 56:11, 20-1; 61:13, 22-3; 64:20-2; 81:50-2; 82:6-8, 17-8, 38; 83:8-9, 15, 26-8; 86:49; 94:6, 14-23, 26-7, 31
- Transcontinental service, 29:12; 37:8, 13, 16, 34, 97; 38:31, 61-3, 71-4; 62:24-5; 88:44-5
 - Equipment, 81:17-8; 82:12-4; 86:49-51; 94:32
- Trend line comparisons, 37:44-7, 50, 60; 37A:1
- Trois-Rivières, Que., CP station purchase, 82:52-3; 83:11-2
- Urban services, 82:19-20

VIA Rail Canada Inc.—Cont.

- Vandalism, 19:51-2
- Western transcontinental service, 19:27-9
- Winnipeg-Farlane, campers' train, 90:14-9, 45-6; 94:41-2
- Winnipeg-Regina-Saskatoon, 83:16-7, 21-2
- See also* CN Rail—Stations; CP Rail—Stations;
 - Montreal—Mirabel airport; Regina—Airport;
 - Organizations/individuals appearing and briefs submitted—Transport Department estimates; Toronto—Urban transportation
- Vaags, Mr. W.** (Chairman, Manitoba Hog Producers Marketing Board)
 - Western Grain Transportation Bill (C-155), 110:58, 69-74, 80
- Van De Walle, Mr. Walter** (Director, United Grain Growers)
 - Western Grain Transportation Bill (C-155), 111:32
- Van den Broeck, Walter**, 28:23
- Vancouver**
 - International airport
 - Expansion, feasibility study, etc., 27:65, 80-3
 - Expropriated lands, Grauer case, 80:36-7
 - Master plan study, environmental review, costs, 80:36-7
 - Revenues, 91:19
 - Runway, radar improvement, 3:24-5; 27:12-4
 - Port
 - Burrard Yarrows Corporation drydock, Japan contract, 60:30-1
 - Container traffic, railways policy, U.S. ports benefitting, 72:17-8
 - Container traffic, Vanterm, 28:35-7
 - Debts, 28:25
 - Development, Japan/world comparison, 73:49-52, 57, 74; 76:91-2
 - Dredging operations, 28:17-8
 - Efficiency, U.S. comparison, 72:19-21
 - Emergency planning, 9:10, 14, 45; 28A:1-2
 - Local port corporation application, 92:29
 - Ports Corporation legislation, effects, 73:48-9; 75:40; 76:27-8, 32-7, 40-3, 59, 63-5, 91-2; 78:16-7, 22-3, 27-32, 37-42; 79:14-5; 84:24-5
 - Harcourt, Mayor, position, telegram, etc., 79:43-8
 - Master plan, 79:48-9
 - Radar tracking, 4:53
 - Revenues, 28:13-5
 - Strike/lockout, effects, 84:24-7; 98:39-41
 - Study, Vancouver Board of Trade, 73:49
 - Taxes, access roads, etc., 26:15-8; 28A:1-2; 60:5-6
 - See also* Freight rates—Crow's Nest Pass rates, Revision;
 - Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
 - Rail service, WESTAC study, 29:33-4
 - See also* Bridges, ship/bridge collisions
- Vancouver Board of Trade**
 - Membership, 117:80
 - See also* Organizations/individuals appearing and briefs submitted—Ports Corporation Bill (C-92)—Western Grain Transportation Bill (C-155)
- Veiner, Mrs. Ruth** (National Board Member, National Farmers Union, Region 8, Peace River, Alta., and B.C.)
 - Western Grain Transportation Bill (C-155), 117:58; 146A:106-7
- Verrier, Mr. William** (Vice President, Marketing, Eastern Provincial Airlines)
 - Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 42:35-65
- Vickers, Mr. Brian** (Spruce Home Citizens)
 - Western Grain Transportation Bill (C-155), 115:185, 198-9

- Victoria**, international airport, improvement program, radar installation, etc., 27:15-6
- Vigfusson, Mr. Einer** (Farmer, Arborg, Man.)
Western Grain Transportation Bill (C-155), 112:5, 8-9, 20
- Vilcu, Mrs. Janice** (Individual, Midale, Sask.)
Western Grain Transportation Bill (C-155), 116:36-7; 146A:108
- Village of Rycroft, Alta.**, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Ville de la Baie, Que.**, port development, 26:31
- Vincent, Mr. Douglas V.** (Director, Policy Development, Vancouver Board of Trade)
Western Grain Transportation Bill (C-155), 117:87, 92
- Vinyl chloride**, *see* Macgregor, Man.
- Virgin Rocks, Nfld.**, *see* Search and rescue
- Voldeng, Mr. Lavern** (Vice Chairman, Hog Marketing Commission)
Western Grain Transportation Bill (C-155), 115:181
- Voyageur Enterprises Limited**
Bus drivers and maintenance workers strike, 32:15
See also Transport Department—Railway transportation branch
- WESTAC**, *see* Western Transportation Advisory Council
- WESTAC report**, *see* Railways—Upgrading
- WREF**, *see* Western Feed Grain Rate Equalization Fund
- Waddell, Mr. Ian** (NDP—Vancouver-Kingsway)
Western Grain Transportation Bill (C-155), 117:88-9, 146-7
- Wagner, Mr. Hugh** (Secretary Manager, Grain Services Union)
Western Grain Transportation Bill (C-155), 115:146-66
- Walker, Mr. Bruce** (Individual, Gleicwen, Alta.)
Western Grain Transportation Bill (C-155), 109:174-8, 183-5, 193, 198-200
- Ward, Mr. Maxwell** (Chairman and President, Wardair Canada (1975) Ltd.)
Air transport *Proposed domestic air carrier policy* (unit toll services), August 1981, 46:5-18, 21-51
- Wardair Ltd.**
Air Canada competition, 48:70-1, 80-1
Charter operations, fares, competition, etc., 46:8-14, 18, 29-31, 37, 51; 51:54
Financial position, 46:38
Fleet, 46:10
France negotiations, 89:11
International operations, 46:9-12, 23, 34-7
National carriers, relationship, 46:24-6, 29, 45
Northern Canada operations, 46:32
Operating costs, 46:38-41
Regional carriers, relationship, 46:29-32
Safety record, flight attendants role, 46:19-23
Scheduled operations, CTC application, competition, etc., 46:16-8, 26, 31, 43
Services, scheduled/charter, 46:5-9, 14, 17, 36, 46
Status, 40:21; 47:27-8, 44; 48:69-71; 50:15; 51:51-5; 54:28, 32
See also Air Canada—Sun charter flights; CP Air;
Organizations/individuals appearing and briefs submitted—Air transport *Proposed domestic air carrier policy*; Toronto international airport
- Washburn, Mr. Harry T.** (Individual, Vulcan, Alta.)
Western Grain Transportation Bill (C-155), 144A:171-3
- Water Transport Commission**, 14:13
- Water Transportation Assistance Directorate**, 18:32
St. John's, relocation, 3:5-8; 25:66-7; 61:33-4
- Watrous, Sask.**, *see* Town of Watrous
- Watson, Mr. Ian** (L—Châteauguay)
Transport Department estimates, 1982-1983, main, 64:46-7
- Watt, Mr. Dave** (Director, Ports Policy Implementation, Transport Department)
Ports Corporation Bill (C-92), 70:23; 75:23-4
- Watt, Mr. Ian** (President, Western Stock Growers Association)
Western Grain Transportation Bill (C-155), 108:90-4, 97-100
- Weather**
Climate, changes forecasting, 109:168
Reporting, Swift Current, Sask., 58:17
See also Air safety; Airports; Toronto—Malton international airport
- Weber, Mr. Walter** (President, Alberta Swine Breeders Association)
Western Grain Transportation Bill (C-155), 108:120-1, 135
- Welland Canal**, 13:7-8; 14:28-9; 59:12-3; 60:19-20; 88:33
- Wenstob, Mr. Murray** (Clergyman, Swan River, Man.)
Western Grain Transportation Bill (C-155), 144A:175-6
- Werlin, Mr. Dave** (President, Alberta Federation of Labour)
Western Grain Transportation Bill (C-155), 109:120-8, 131-5, 138-9
- Werner, Mr. Cecil** (President, CanMar Grain Incorporated)
Western Grain Transportation Bill (C-155), 113:152-5, 160-1, 164-7
- Westburn report**, *see* Grain transportation
- Western Barley Growers Association**
Membership, 108:143-4
See also Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)
- Western Development Fund**
Allocation, 17:11-2; 24:69-71; 29:8; 30:16; 38:28, 31; 81:20
\$4 billion fund announced, 15:8-10
See also Western Transportation Initiative
- Western Feed Grain Rate Equalization Fund (WREF)**, *see* Livestock
- Western Grain Transportation Bill—C-155**. Minister of Transport
Consideration, 103:7-39; 104:4-50; 105:6-142; 106:5-129; 107:5-106; 108:7-194; 109:6-207; 110:6-139; 111:7-190; 112:5-80; 113:7-219; 114:7-244; 115:7-204; 116:5-95; 117:7-183; 118:5-96; 119:6-134; 120:7-118; 121:5-92; 122:5-99; 123:10-102; 124:12-116; 125:12-113; 126:10-140; 127:5-46; 128:10-145; 129:8-85; 130:7-43; 131:10-77; 132:11-104; 133:6-49; 134:6-44; 135:8-63; 136:8-88; 137:8-64; 138:8-45; 139:5-42; 140:13-93; 141:6-52; 142:7-45; 143:1-62; report to House with amtds., 143:3-13, 49, agreed to on division, 17
Clause 1, 103:7, stood, 5; 143:48, carried, 17
Clause 2
Amdt. (Mr. Benjamin), 123:96-9, out of order, 8
Amdt. (Mr. Benjamin), 124:17-8, negated, 3
Amdt. (Mr. Benjamin), 124:84-5, negated, 7
Amdt. (Mr. Benjamin), 124:85-94, negated on division, 7
Admt. (Mr. Flis), 124:106-8, agreed to, 9
Amdt. (Mr. Mazankowski), 124:59-78, out of order, 7
Amdt. (Mr. Mazankowski), 124:80-4, negated, 6-7

Western Grain Transportation Bill—C-155. Minister...—Cont.**Clause 2—Cont.**

- Amdt. (Mr. Mazankowski), 142:39-45, withdrawn, 6
- Amdt. to amdt. (Mr. John M. Reid), 142:41-4, negated, 6
- Amdt. (Mr. Mazankowski), 142:45, agreed to, 6
- Amdt. (Mr. McKnight), 123:79-82, agreed to as amended, 6
- Amdt. to amdt. (Mr. John M. Reid), 123:80, agreed to, 6
- Amdt. (Mr. McKnight), 123:91-6, withdrawn, 7
- Amdt. (Mr. McKnight), 123:100, agreed to, 8; reconsideration, 142:37-9, withdrawn, 5
- Amdt. (Mr. Neil), 123:56-79, withdrawn, 6
- Amdt. (Mr. Neil), 124:97-102, agreed to as amended, 8
- Amdt. to amdt. (Mr. Mazankowski), 124:101-2, agreed to, 8
- Amdts. (Mr. Benjamin), 123:49, 55-6, 100-2, negated on division, 6-9
- Amdts. (Mr. Benjamin), 123:82-9, negated, 7
- Amdts. (Mr. Benjamin), 124:25-9, 42-3, out of order, 5-6
- Amdts. (Mr. Benjamin), 124:102-8, 112-5, out of order, 9-11
- Stood, 124:116; 126:37; reverting to, 142:32, agreed, 5; as amended, 143:19, carried on division, 14

Clause 3

- Amdt. (Mr. McKnight), 125:15-92, as amended, agreed to on division, 11
- Amdt. to amdt. (Mr. Benjamin), 25-9, withdrawn, 4
- Amdt. to amdt. (Mr. Benjamin), 125:24-5, negated, 4
- Amdt. to amdt. (Mr. Benjamin), 125:29, agreed to, 4
- Amdt. to amdt. (Mr. Benjamin), 125:58, negated, 6
- Amdt. to amdt. (Mr. Benjamin), 125:63-4, negated, 9
- Amdt. to amdt. (Mr. Benjamin), 125:66-71, negated on division, 9-10
- Amdt. to amdt. (Mr. Gourde), 125:71-4, negated, 10
- Amdt. to amdt. (Mr. Mayer), 125:21-4, agreed to, 4
- Amdt. to amdt. (Mr. Mayer), 125:29-34, agreed to, 4-5
- Amdt. to amdt. (Mr. Mayer), 125:47, agreed to, 5-6
- Amdt. to amdt. (Mr. Mayer), 125:54-8, negated, 6
- Amdt. to amdt. (Mr. Mayer), 125:58, agreed to, 6
- Amdt. to amdt. (Mr. Mayer), 125:58, agreed to on division, 6
- Amdt. to amdt. (Mr. Mayer), 125:88, agreed to, 11
- Amdt. to amdt. (Mr. John M. Reid), 125:84, agreed to on division, 10-1
- Amdt. to amdt. (Mr. Tessier), 125:76-84, negated on division, 10
- Amdt. to amdt. (Mr. Towers), 125:36-52, agreed to on division, 5
- Amdt. to amdt. as amended (Mr. Benjamin), 125:37-46, negated on division, 5
- Amdts. to amdt. (Mr. Benjamin), 125:59-60, negated on division, 6-7
- As amended, 125:92, carried on division, 11
- Section (e) (iv), 125:62, agreed to on division, 7
- Section (e) (v), 125:64, agreed to on division, 9
- Section (e) (vi), 125:65-6, agreed to, 9

Clause 4

- Amdt. (Mr. Benjamin), 126:49, agreed to, 3-4
- Amdt. (Mr. Neil), 126:37-49, withdrawn, 3
- Amdt. to amdt. (Mr. Benjamin), 126:46-9
- As amended, 126:50, carried, 4

Clause 5

- Amdt. (Mr. Flis), 126:53, agreed to, 4
- As amended, 126:53, carried, 4

Clause 6

- Amdt. (Mr. Neil), 125:59-60, agreed to, 4
- Amdt. (Mr. Neil), 126:54-9, withdrawn, 4
- As amended, 126:60, carried, 4

Clause 7

- Amdt. (Mr. Mazankowski), 126:60-6, negated, 5
- Amdt. to amdt. (Mr. Benjamin), negated, 5

Western Grain Transportation Bill—C-155. Minister...—Cont.**Clause 7—Cont.**

- As amended, 126:65, carried, 5
- Clause 8**
- Amdt. (Mr. McKnight), 126:66-7, withdrawn, 5
 - Amdt. (Mr. McKnight), 126:67-8, agreed to, 6
 - Amdt. (Mr. McKnight), 126:69-70, agreed to, 6
 - As amended, 126:70, carried, 6
- Clause 9**
- Amdt. (Mr. Mazankowski), 126:70-1, agreed to, 6
 - As amended, 126:71, carried, 6
- Clause 10**
- Amdt. (Mr. Hargrave), 126:75-86, withdrawn, 7
 - Amdt. to amdt. (Mr. Benjamin), 126:81-4, negated on division, 6-7
 - Amdt. (Mr. Hargrave), 126:86-7, agreed to, 7
 - Amdt. (Mr. Mazankowski), 126:73-5, agreed to, 6
 - As amended, 126:87, carried, 7
- Clause 11, carried, 126:95, on division, 7**
- Amdt. (Mr. Mazankowski), 126:87-95, negated, 7
- Clause 12**
- Amdt. (Mr. Benjamin), 126:113-5, agreed to, 8
 - Amdt. (Mr. Mazankowski), 126:95-112, negated, 8
 - Amdt. to amdt. (Mr. McKnight), 126:112, agreed to, 8
 - Amdt. to amdt. (Mr. John M. Reid), 126:107-12, negated, 8
 - Amdt. (Mr. Mazankowski), 126:116-8, withdrawn, 8
 - Amdt. (Mr. Mazankowski), 126:118, agreed to, 8
 - As amended, 126:118, carried, 8
- Clause 13**
- Amdt. (Mr. Benjamin), 127:17-24, negated on division, 3-4
 - Amdt. (Mr. Dubois), 127:24-5, agreed to, 4
 - Amdt. (Mr. Mayer), 126:135-40; 127:5, 14-7, agreed to, 3
 - Amdt. (Mr. McKnight), 126:118-9, agreed to, 9
 - As amended, 127:25, carried on division, 4
- Clause 14, 127:25-7, carried, 4**
- Clause 15**
- Amdt. (Mr. Mazankowski), 127:27-30, withdrawn, 4
 - Amdt. (Mr. Mazankowski), 128:99-100, agreed to, 6-7
 - Stood, 127:30, 4; reverting to, 128:99, agreed to, 6; as amended, 128:100, carried, 7
- Clause 16, 127:31, carried, 4**
- Clause 17**
- Amdt. (Mr. Benjamin), 127:77-8, negated, 5
 - Amdt. (Mr. Dubois), 128:41-50, agreed to, 3
 - Amdt. (Mr. Mazankowski), 128:39-40, agreed to, 3
 - Amdt. (Mr. Mazankowski), 128:66-77, negated on division, 4-5
 - Amdt. (Mr. Mazankowski), 128:79-80, withdrawn, 5
 - Amdt. (Mr. Mazankowski), 128:80-1, agreed to, 5
 - Amdt. (Mr. Mazankowski), 128:88-97, agreed to on division, 6
 - Amdt. to amdt. (Mr. Benjamin), 128:91-5, negated on division, 6
 - Amdt. (Mr. McKnight), 128:82-6, withdrawn, 5
 - Amdt. (Mr. McKnight), 128:87-8, agreed to, 6
 - Amdts. (Mr. Benjamin), 128:51-9, agreed to, 3
 - Amdts. (Mr. Neil), 128:78-9, agreed to, 5
 - As amended, 128:99, carried, 6
- Clause 18**
- Amdt. (Mr. Benjamin), 128:116-22, negated on division, 7
 - Amdt. (Mr. Benjamin), 128:123, withdrawn, 7
 - Amdt. (Mr. Benjamin), 128:123-30, negated on division, 7-8
 - Amdt. (Mr. Benjamin), 128:130-3, negated, 8
 - Amdt. (Mr. Mazankowski), 128:106-7, agreed to, 7
 - Amdt. (Mr. Mazankowski), 129:8-12, agreed to, 3
 - Amdt. (Mr. Neil), 129:21-2, agreed to, 4
 - As amended, 129:22, carried, 4
- Clause 18 (1) (e) as amended, 128:135, carried on division, 8**

Western Grain Transportation Bill—C-155. Minister...—Cont.

Clause 19

- Amdt. (Mr. Benjamin), 129:27-8, out of order, 4
- Amdt. (Mr. Benjamin), 129:28-34, withdrawn, 4
- Amdt. (Mr. McKnight), 129:34-43, agreed to as amended on division, 5
- Amdt. to amdt. (Mr. Benjamin), 129:41-2, negated on division, 5
- Amdt. to amdt. (Mr. Flis), 129:40-1, agreed to on division, 5
- As amended, 129:43, carried on division, 5

Clause 20

- Amdt. (Mr. Mazankowski), 130:10-2, withdrawn, 3
- Amdt. (Mr. Mazankowski), 130:12-3, agreed to, 3
- As amended, 130:13, carried, 3

Clause 21

- Amdt. (Mr. Mazankowski), 130:13-4, agreed to, 4
- Amdt. (Mr. Mazankowski), 130:36-43; 131:14-22, agreed to, 4
- Amdts. to amdt. (Mr. Bockstael), 131:17-22, agreed to, 4
- Amdt. (Mr. McKnight), 130:20-9, withdrawn, 5
- Amdt. (Mr. McKnight), 130:29-35, negated, 5-6
- Amdt. to amdt. (Mr. Benjamin), 130:31-5, negated on division, 5
- Amdts. (Mr. Benjamin), 130:15-20, negated on division, 4-5
- As amended, 131:22, carried, 4

Clause 22, 131:25, carried, 4

- Amdt. (Mr. Althouse), 131:24-5, negated, 4

Clause 23, 131:27, carried, 4

Clause 24

- Amdt. (Mr. Flis), 131:27, agreed to, 4
- As amended, 131:27, carried, 4

Clause 25, 131:31, carried, 5

- Amdt. (Mr. Althouse), 131:28-9, negated, 4
- Amdt. (Mr. McKnight), 131:31, negated on division, 5
- Amdt. (Mr. Neil), 131:29-31, negated, 4-5

Clauses, 26, 27, 28, 131:31, carried, 5

Clause 29

- Amdt. (Mr. Benjamin), 131:62-3, negated on division, 7
- Amdt. (Mr. Benjamin), 131:63-74, negated on division, 8
- Amdt. (Mr. Benjamin), 131:74-7, out of order, 8-9
- Amdt. (Mr. Bockstael), 131:31-2, agreed to, 5
- Amdt. (Mr. Bockstael), 131:58-61, agreed to, 7
- Amdt. (Mr. Mayer), 131:41-58, agreed to on division, 6-7
- Amdt. to amdt. (Mr. Mazankowski), 131:56, agreed to, 6-7
- Amdt. (Mr. Mazankowski), 131:32-8, negated on division, 5
- Amdts. (Mr. Dubois), 131:38-9, agreed to, 6
- As amended, 138:11, carried, 3

Clause 30

- Amdt. (Mrs. Côté), 132:21, agreed to, 3
- Amdt. (Mr. Mayer), 122:23-8, agreed to, 4
- Amdt. (Mr. Mazankowski), 132:17-21, withdrawn, 3
- Amdts. (Mr. Mazankowski), 132:22, agreed to, 3-4
- As amended, 132:28, carried, 4

Clause 31, 132:30, carried, 4

Clause 32, 132:30, carried, 4

Clause 33

- Amdt. (Mr. Benjamin), 132:57-62, negated on division, 6
- Amdt. to amdt. (Mr. Gustafson), 132:62, agreed to, 6
- Amdt. (Mr. Mazankowski), 132:47-56, agreed to, 5
- Amdt. to amdt. (Mr. Mayer), 132:54, agreed to, 5
- Amdts. (Mr. Benjamin), 132:31-46, 56-7, out of order, 4-5
- As amended, 132:62, carried, 6

Clause 34

- Amdt. (Mr. Benjamin), 143:27-30, out of order, 14-5
- Amdt. (Mr. Benjamin), 143:31-2, out of order, 15
- Amdt. (Mr. Bockstael), 133:39-41, withdrawn, 4
- Amdt. (Mr. Bockstael), 133:48-9, agreed to, 4
- Amdt. (Mr. Bockstael), 143:22, agreed to, 14

Western Grain Transportation Bill—C-155. Minister...—Cont.

Clause 34—Cont.

- Amdt. (Mr. Flis), 143:32-4, agreed to on division, 15
- Amdt. (Mr. Mazankowski), 133:30, negated on division, 3
- Amdt. (Mr. Mazankowski), 133:32-4, withdrawn, 4
- Amdt. (Mr. Mazankowski), 133:37-8, withdrawn, 4
- Amdt. (Mr. Mazankowski), 133:39, negated, 4
- Amdt. (Mr. Mazankowski), 133:42-6, negated, 4
- Amdt. (Mr. McKnight), 143:23-7, agreed to, 14
- Amdt. (Mr. Neil), 133:47-8, agreed to, 4
- New, M. to add, (Mr. Mazankowski), 132:68-82, withdrawn, 7
- New, M. to add (Mr. McKnight), 132:83-101, negated on division, 10
- Stood, 133:49, as amended, 4; reverting to, 143:19, agreed, 14; as amended, 143:34, carried, 15

Clause 35

- Amdt. (Mr. Bockstael), 134:12, agreed to, 3
- As amended, 134:10, carried on division, 3

Clause 36

- Amdt. (Mr. Benjamin), 134:20-9, negated on division, 3-4
- Amdt. (Mr. John M. Reid), 134:29, agreed to, 4
- As amended, 134:30, carried, 4

Clause 37

- Amdt. (Mr. Benjamin), 134:31-2, out of order, 4-5
- Amdt. (Mrs. Côté), 134:32-40, agreed to, 5
- As amended, 134:44, carried on division, 5

Clause 38

- Amdt. (Mr. Althouse), 135:9, negated on division, 3
- Amdt. (Mr. Benjamin), 135:20-2, negated on division, 4
- Amdt. (Mr. Benjamin), 135:32-3, out of order, 4-5
- Amdt. (Mr. Flis), 135:35-45, agreed to, 5
- Amdt. (Mr. Mazankowski), 135:17, agreed to, 4
- Amdt. (Mr. Mazankowski), 143:35-9, negated, 15
- Amdt. (Mr. Ostiguy), 135:10, agreed to, 4
- Amdt. (Mr. Ostiguy), 135:34, agreed to, 5
- Stood, 135:45; reverting to, 143:34, agreed, 15; as amended, 143:40, carried on division, 15

Clause 39

- Amdt. (Mr. Benjamin), 135:49-50, negated, 6
- Amdt. (Mr. Benjamin), 135:60-1, out of order, 6
- Amdt. (Mr. Mayer), 135:51-8, withdrawn, 6
- Amdt. (Mr. Mayer), 135:58, negated, 6
- Amdt. (Mr. Neil), 135:47-8, agreed to, 6
- Amdt. (Mr. Ostiguy), 135:46, agreed to, 6
- Amdt. (Mr. Tessier), 135:46-7, agreed to, 6
- As amended, 135:62, carried on division, 6

Clause 40

- Amdt. (Mr. Ostiguy), 135:63, agreed to, 6
- As amended, 135:63, carried on division, 7

Clause 41, 136:26, carried, 4

- Amdt. (Mr. Benjamin), 136:15-6, negated, 4
- Amdt. (Mr. Benjamin), 136:17-8, negated, 4
- Amdt. (Mr. Benjamin), 136:18-25, out of order, 4
- Amdt. (Mr. Mazankowski), 136:8-15, withdrawn, 3
- Amdt. (Mr. Neil), 136:15, negated on division, 3-4

Clause 42, 136:31, carried, 5

- Amdt. (Mr. Neil), 136:26-31, withdrawn, 4-5

Clause 43

- Amdt. (Mr. Bockstael), 136:32, agreed to, 5
- Amdt. (Mr. Bockstael), 136:32-6, agreed to on division, 5
- Amdt. (Mr. Mayer), 136:36-7, out of order, 5
- As amended, 136:36, carried, 5

Clause 44, 136:40, carried on division, 5

Clause 45

- Amdt. (Mr. Flis), 136:42, agreed to, 5-6
- As amended, 136:50, carried on division, 6

Western Grain Transportation Bill—C-155. Minister...—Cont.

- Clause 46, 136:61, carried, 6
 - Amdt. (Mr. Benjamin), 136:55-60, withdrawn
- Clause 47, 136:88, carried, 7
 - Amdt. (Mr. Benjamin), 136:74-80, negated on division, 6-7
 - Amdt. (Mr. Mazankowski), 136:80-8, negated, 7
- Clause 48, 137:24, carried on division, 4
 - Amdt. (Mr. Benjamin), 137:14-23, negated, 3
 - Amdt. (Mr. Benjamin), 137:24, negated on division, 3-4
- Clause 49
 - Amdt. (Mr. Benjamin), 137:41-4, negated on division, 4-5
 - Amdt. (Mr. Benjamin), 137:44-8, negated on division, 5
 - Amdt. (Mr. Mayer), 137:30-8, negated, 4
 - As amended, 137:44, carried, 5
- Clause 50, 137:55, carried, 6
- Clause 51, 137:55-6, carried, 6
- Clause 52
 - Amdts. (Mr. Mazankowski), 137:56-7, agreed to, 6
 - As amended, 137:57, carried, 6
- Clause 53
 - Amdt. (Mr. Benjamin), 137:61-4, negated on division, 6-7
 - Amdt. (Mr. John M. Reid), 137:59-61, agreed to, 6
 - As amended, 137:64, carried, 7
- Clause 54
 - Amdt. (Mr. Althouse), 138:44-5, out of order, 7
 - Amdt. (Mr. Althouse), 139:7-9, negated, 3
 - Amdt. (Mr. Bockstael), 138:35-7, agreed to, 5
 - Amdt. (Mr. Gustafson), 138:42-3, out of order, 6
 - Amdt. (Mr. Gustafson), 139:9-17, negated, 3-4
 - Amdt. to amdt. (Mr. Althouse), 139:14, agreed to, 3-4
 - Amdt. (Mr. Hargrave), 138:37-8, out of order, 5
 - Amdt. (Mr. Mazankowski), 138:25-6, out of order, 3-4
 - Amdt. (Mr. Mazankowski), 138:40-1, negated, 6
 - Amdt. (Mr. Mazankowski), 138:44, out of order, 6
 - Amdt. (Mr. Neil), 138:27-8, out of order, 4
 - Amdt. (Mr. Neil), 138:42, out of order, 6
 - Amdt. (Mr. Neil), 138:45, out of order, 7
 - Amdts. (Mr. Althouse), 138:29, 32-3, out of order, 4
 - Amdts. (Mr. Gourde), 138:28, 33-4, agreed to, 4-5
 - Amdts. (Mr. McKnight), 138:34-5, out of order, 5; 139:6-7, out of order, 3
 - Amdts. (Mr. John M. Reid), 138:39-40, agreed to, 5
 - Amdts. (Mr. John M. Reid), 138:43-4, agreed to, 6
 - Stood, 138:21; as amended, stood, 139:22; reverting to, 143:40, agreed, 15; as amended, 143:40, carried on division, 16
- Clause 55
 - Amdt. (Mr. Althouse), 140:33-6, out of order, 3-4
 - Amdt. (Mr. Althouse), 140:37-8, out of order, 4-5
 - Amdt. (Mr. Althouse), 140:42-4, out of order, 5-6
 - Amdt. (Mr. Althouse), 140:64-5, out of order, 10-1
 - Amdt. (Mr. Mayer), 140:39, agreed to, 5
 - Amdt. (Mr. Mazankowski), 139:24-42; 140:13-32, negated, 3
 - Amdt. (Mr. Mazankowski), 140:63-4, out of order, 10
 - Amdt. (Mr. McKnight), 140:61-2, negated on division, 9-10
 - Amdt. (Mr. John M. Reid), 140:47-57, out of order, 6-9
 - As amended, 140:65-74, carried on recorded division, 11
- Clause 56
 - Amdt. (Mr. Dubois), 140:79-80, agreed to, 11
 - Amdt. (Mr. Mazankowski), 140:80, negated, 11
 - As amended, 140:80, carried, 11
- Clause 57, 140:84, carried on division, 11
- Clause 58
 - Amdt. (Mr. Althouse), 141:6, negated, 3
 - Amdt. (Mr. Flis), 141:6, agreed to, 3
 - Amdt. (Mr. Mayer), 140:88-93, out of order, 11-2
 - As amended, 141:9, carried, 3

Western Grain Transportation Bill—C-155. Minister...—Cont.

- Clause 59, 141:29, carried on division, 4
 - Amdt. (Mr. Benjamin), 141:27-9, negated, 4
 - Amdt. (Mr. Mazankowski), 141:22-3, out of order, 3-4
- Clause 60
 - Amdt. (Mr. Dubois), 141:30-1, agreed to, 4
 - As amended, 141:32, carried on division, 4-5
- Clause 61, 141:33, carried, 5
- Clause 62
 - Amdt. (Mr. Benjamin), 141:37-9, out of order, 5
 - Amdt. (Mr. Benjamin), 142:8-9, negated on division, 3
 - Amdt. (Mr. Benjamin), 142:9-13, out of order, 3-4
 - Amdt. (Mr. Tessier), 141:40-50, agreed to, 5
 - Stood, 141:51, as amended, 5; reverting to, 142:8, agreed to, 3; as amended, 142:14, carried on division, 4
- Clause 63, 142:17, carried on division, 4
 - Amdt. (Mr. Benjamin), 142:17, negated, 4
- Clause 64, 142:18, carried on division, 4
- Clause 65, 142:18, carried on division, 4
- Clause 66, 142:23, carried on division, 4
- Clause 67, 142:23, carried, 4
- Clause 68, 142:23, carried on division, 4
- Clause 69, 142:23, carried on division, 5
- Clause 70, 142:37, carried, 5
 - Amdt. (Mr. Flis), 142:27-34, out of order, 5
- Schedule 1, 143:47, carried, 16
 - Amdt. (Mr. Benjamin), 143:43-7, negated on division, 16
- Title, 143:49, carried on division, 17
 - Amdt. (Mr. Benjamin), 143:48-9, negated, 17

Western provinces

- Alienation, 3:33-6; 114:89-90; 117:60
- Economic development, 107:63; 109:87-8; 110:77-8, 131-2
 - Transportation system, importance, 112:33-5
- Relationship with eastern provinces, 108:141, 144-5, 149; 109:173
- Transportation, Western Development Fund allocation, 15:9-10, 14-6
- See also Air transport—Britain/Canada bilateral negotiations—Charters; CN Rail; Drought; Livestock; Media; Soil conservation

Western Stock Growers Association, see Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

Western Transportation Advisory Council (WESTAC), see Vancouver—Rail service

Western Transportation Initiative

- Alberta position, 89:6-9
- Costing methodology, 88:55-7
- Funds, Western Development Funds contributions, 93:5-6
- Goods and supplies, western provinces providing, 93:31-2
- Legislation, 88:7, 13-4
 - Leaked draft, 88:15-9
 - Special Committee studying, 89:9-12, 25-7, 42-4
- Railways, obligations/services guaranteeing, 89:39-42
- Saskatchewan position, 88:23-7; 89:6-9
- Weaknesses, other freight rates, effects, etc., 89:13-8

Westshore Terminals Ltd., see Roberts Bank, B.C.

Westward Shipping Ltd., see Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

Whalley, Mr. Greg (Economist, Alberta Pork Producers Marketing Board)
Western Grain Transportation Bill (C-155), 108:123-34

Wheat Board

- Advisory committee, operations, 119:123-4; 128-9
- Barley imports from U.S., sales to Soviet Union, permits, etc., 4:26-7
- Commissioners, term of office, 126:120-1, 137; 127:16
- Committee appearance, 107:11
- Crow's Nest Pass freight rates revision, effects, 119:105-22; 119A:29-36; 130:19-20
- Grain car allocation authority, 81:45; 109:24-6; 111:122-3; 114:18, 21, 41-2, 50
- Operations, 110:100-5
- Order of reference, Committee requesting, 22:124
- Powers, 114:145-50; 115:126, 190; 116:42, 54, 58, 66, 69-71, 88-9; 122:32-3, 48-50; 123:44; 128:28, 37, 51-2; 129:25-43
- See also Grain transportation; Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155); Senior Grain Transportation Committee

Wheat Board Advisory Committee, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

Wheat pools

- Background, 114:154
- Nationalizing, 111:137
- Return on investment, 119:25, 49
- Unionization, 115:152
- Working conditions, 115:152-3, 162

Whitaker, Mr. John (Individual, Erickson, Man.)
Western Grain Transportation Bill (C-155), 112:28-30

White, Mr. J. Earl (National President, Canadian Railways Employees' Pension Association)
Canadian National Railways annual reports 1980 and 1981, 67:5-12; 17; 21-2, 29-35

White River Ont., *see* Air transport—Accidents

Whitehorse Rapids, Que., accident, *see* Navigation aids—Buoys

Whitmore, Mr. Grant (Delegate, Saskatchewan Wheat Pool, Harris Committee)
Western Grain Transportation Bill (C-155), 114:154-5, 158-61, 164-7

Wilkins, Mr. Jaffray (Senior Assistant Deputy Minister; Associate Deputy Minister, Transport Department)
Aviation Safety Board Bill (C-163), 147:7-19, 24-8, 32-7; 148:15, 23-31
Transport Department estimates, 1982-1983, main, 58:8-9

Wilkinson, Mr. Lorne (Executive Director, Saskatchewan Association of Rural Municipalities)
Western Grain Transportation Bill (C-155), 113:107-8, 119-20, 126-7, 130, 133-7

Will, Mr. Gordon (Chairman, Mortlach Local of Saskatchewan Wheat Pool)
Western Grain Transportation Bill (C-155), 114:146-7, 156

William Carson (merchant vessel), *see* CN Marine

Williams, Mr. C.M. Red (Chairman, Agriculture Committee, Canadian Chamber of Commerce)
Western Grain Transportation Bill (C-155), 114:221-6, 229-35

Willmott, Mr. Joe (Manager, Saskatchewan Stock Growers Association)
Western Grain Transportation Bill (C-155), 115:7, 74-5, 78-82

Wilmont, Mr. Gordon (Former Member, National Farmers Union, Local 649)
Western Grain Transportation Bill (C-155), 113:107

Windsor, Ont., *see* de Havilland Aircraft of Canada Limited; VIA Rail Canada Inc.—Quebec City

Wine industry, *see* Air Canada; Parliamentary restaurants; VIA Rail Canada Inc.—Meal service

Winnipeg

- Air traffic control centre, asbestos danger, new building, etc., 88:20-1
- CP Rail marshalling yards relocation/Sherbrooke-McGregor overpass UTAP funds, etc., 1:27-9; 16:24-6; 17:7-8; 18:5-10; 23:15; 61:16; 93:21
- Dillon report, 1:28
- Economic importance, 110:113
- International airport
 - Air Canada expansion program, maintenance hangar, 4:16, 61; 20:27-8
 - Asbestos dangers, 88:45; 91:10-2
 - Car rental tenders, 91:15
 - Expansion program, runway extension, etc., 58:21-2; 91:24-5
 - Pacific Western Airlines hangar space, 17:8-11; 27:43-5
 - Parking facilities, 27:109-10
- See also Air Canada—Aircraft; Hazardous products—Accidents; VIA Rail Canada Inc.—Abandoned lines—Repairs

Winnipeg Business Development Corporation, *see* Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

Winnipeg Chamber of Commerce

- Membership, 110:105
- See also Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

Winnipeg Labour Council

- Membership, 110:96
- See also Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

Womens Insitute, Big Woody

- Background, 111:137
- See also Organizations/individuals appearing and briefs submitted—Western Grain Transportation Bill (C-155)

Woodlands, Man., *see* Rural Municipality of Woodlands

Worraker, Mr. R.W. (Chairman, National Council of CN Pensioners Associations Inc.)
Canadian National Railways annual reports 1980 and 1981, 67:5-6, 10-7, 28-30, 35-8

Wright, Mr. Art (Committee Member, Save the Crow Committee)
Western Grain Transportation Bill (C-155), 114:90

Wright, Mr. Art (Individual, Rockhaven, Sask.)
Western Grain Transportation Bill (C-155), 116:47, 55-9, 69, 74; 144A:177-9

Wright, Mr. Bruce (General Manager, Finning Tractor)
Western Grain Transportation Bill (C-155), 117:101, 115

Wright, Mr. Jim (Corporate Secretary, Saskatchewan Wheat Pool)
Western Grain Transportation Bill (C-155), 114:125-6, 130-3

Wright, Mr. Jim (District Board Representative, National Farmers Union, Local 631)
Western Grain Transportation Bill (C-155), 113:52-4, 74-5

Wright, Mr. Jim (President, Winnipeg Chamber of Commerce)
Western Grain Transportation Bill (C-155), 110:105

Wright, Mr. Jim (Secretary, Saskatchewan Wheat Pool)
Western Grain Transportation Bill (C-155), 120:76, 84-5, 96-7

Wysocky, Mr. W.J. (Solicitor, Law Department, CP Rail)
Railway Bill (fences—C-227), 35:9-21, 29; 36:5, 10, 14-5, 20-3, 26-8

Yarmouth, N.S., *see* Airports

Yellowcake, *see* Radioactive material

Yellowhead Highway, upgrading program, 15:9; 29:8-9; 81:29-30

Young, Mr. R.W. (Manager, Marketing, British Columbia Railway)
Western Grain Transportation Bill (C-155), 117:160-1

Young Saskatchewan Wheat Pool Committee, *see*
Organizations/individuals appearing and briefs
submitted—Western Grain Transportation Bill (C-155)

Yurko, Mr. William (Ind—Edmonton East)
Western Grain Transportation Bill (C-155), 108:36-7, 99; 109:87-8; 119:36-9

Yuzyk, Sen. Paul, letter of congratulation, M., 135:8, agreed to, 3

Zagreb, Yugoslavia, *see* Collision Course

Zbeetnoff, Mr. David (Delegate—Wheat Pools, Norquay, Pelly, Arran)
Western Grain Transportation Bill (C-155), 115:184, 189-91, 201

Zettler, Mr. Bill (Individual, Portage, Man.)
Western Grain Transportation Bill (C-155), 112:70-2; 146A:109-10

Zinc, *see* Lead/zinc industry

Zunti, Mr. Casper (Individual, Luseland, Sask.)
Western Grain Transportation Bill (C-155), 116:11-2; 144A:180

Zunti, Mr. Walter (Chairman, Salvador Wheat Pool Committee)
Western Grain Transportation Bill (C-155), 114:148-9, 156-9, 163



If undelivered, return COVER ONLY to:
Canadian Government Publishing Centre,
Supply and Services Canada,
Ottawa, Canada, K1A 0S9

En cas de non-livraison,
retourner cette COUVERTURE SEULEMENT à:
Centre d'édition du gouvernement du Canada,
Approvisionnement et Services Canada,
Ottawa, Canada, K1A 0S9



